

## AGENDA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

#### TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

December 15, 2004

State Administrative Board

December 21, 2004

### SUBMERGED LANDS

1. Proposed private use agreement of 1.31 acres of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Les Cheneaux Yacht Club, Inc.

Consideration: \$1,180/year

- A. **Purpose/Business Case** (Why should the State do this now?):  
To resolve outstanding trespass against the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).
- B. **Benefit:**  
Brings facility into compliance with Part 325.
- C. **Funding Source/Income to the State:**  
\$1,180/year income
- D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A
- E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?)  
If no, enter N/A:  
N/A

2. Proposed deed of 3.89 acres of Lake Michigan public trust bottomlands in the City of Escanaba, Delta County.

Applicant: C. Reiss Coal Company

Consideration: \$32,700

- A. **Purpose/Business Case** (Why should the State do this now?):  
To resolve outstanding trespass against the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. **Benefit:**  
Brings facility into compliance with Part 325.
- C. **Funding Source/Income to the State:**  
\$32,700 income
- D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A
- E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?)  
If no, enter N/A:  
N/A

3. Proposed private use agreement of a 0.49-acre parcel of Lake Michigan public trust bottomlands in Leelanau Township, Leelanau County.

Applicant: Jeff Wyler

Consideration: \$600/year

- A. **Purpose/Business Case** (Why should the State do this now?):  
To resolve outstanding trespass against the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. **Benefit:**  
Brings site into compliance with Part 325.
- C. **Funding Source/Income to the State:**  
\$600/year income

D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A

E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?)  
If no, enter N/A:  
N/A

4. Proposed deed of a 0.02-acre parcel of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Perry and Sherrell DuBay

Consideration: \$800

A. **Purpose/Business Case** (Why should the State do this now?):  
To resolve outstanding trespass against the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.

B. **Benefit:**  
Brings site into compliance with Part 325.

C. **Funding Source/Income to the State:**  
\$800 income

D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A

E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?)  
If no, enter N/A:  
N/A

5. Proposed deed of a 0.01-acre parcel of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Gerald Laszczak

Consideration: \$800

A. **Purpose/Business Case** (Why should the State do this now?):  
To resolve outstanding trespass against the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.

- B. **Benefit:**  
Brings site into compliance with Part 325.
- C. **Funding Source/Income to the State:**  
\$800 income
- D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A
- E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?  
If no, enter N/A:  
N/A

6. Proposed deed to a 0.35-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: James Fey

Consideration: \$26,000

- A. **Purpose/Business Case** (Why should the State do this now?):  
Part 339, Control of Certain State Lands, of the NREPA, allows for issuance of a deed to certain leased parcels in the St. Clair Flats at applicant's request.
- B. **Benefit:**  
Eliminates state oversight of leased parcel and provides income to the state.
- C. **Funding Source/Income to the State:**  
\$26,000 income
- D. **Commitment Level** (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):  
N/A
- E. **Risk Assessment** (i.e., is there risk to the State associated with the award, etc.?  
If no, enter N/A:  
N/A

\_\_\_\_\_  
Mary Ellen Cromwell, Chief  
Land and Water Management Division  
Department of Environmental Quality

\_\_\_\_\_  
Date

**A G E N D A**

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources      - December 15, 2004 - 3:30 P.M.  
State Administrative Board Meeting      - December 21, 2004 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Sturgeon Point Development Company, of Traverse City, Michigan, 2.07 acres, more or less, of Department of Natural Resources minerals located in Section 33, T20N, R06W, Winterfield Township, Clare County.

Terms: Seven-month term, no extensions, 3/16 royalty, \$150.00 bonus consideration (\$50.00 per acre), and a \$5.00 minimum annual rental.

2. DIRECT OIL AND GAS LEASES (3) - TWO DEVELOPMENT - ONE NONDEVELOPMENT: Dominion Midwest Energy, Inc., of Traverse City, Michigan, 280.00 acres, more or less, of Department of Natural Resources minerals located in Sections 13 and 14, T29N, R01E, Albert Township, Montmorency County.

Terms: One-year, no extensions, 1/6 royalty, \$28,000.00 bonus consideration (\$100.00 per acre), and a \$2.00 per acre annual rental.

3. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Meridian Resources USA, Inc., of Houston, Texas, 6.01 acres, more or less, of Department of Natural Resources minerals located in Section 36, T02N, R07E, Milford Township, Oakland County.

Terms: Three month initial primary term, one one-year extension option, 15/64 (23.4375 percent) royalty, \$525.00 bonus consideration (\$75.00 per acre), and a \$2.00 per acre annual rental.

4. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Arbor Resources, L.L.C., of Traverse City, Michigan, 80.00 acres, more or less, of Department of Natural Resources minerals located in Section 33, T25N, R11W, Mayfield Township, Grand Traverse County.

Terms: One-year term, no extensions, 3/16 royalty, \$3,200.00 bonus consideration (40.00 per acre), and a \$2.00 per acre annual rental.

These items were approved by the Acting Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on December 7, 2004. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: \_\_\_\_\_  
Milton A. Gere, Jr., Acting Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 15, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: December 21, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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### CONTRACTS

1. \*HIGHWAYS – Increase State Maximum Amount

Amendatory Contract (2003-0737/A1) between MDOT and the County of Monroe will increase the state maximum amount by \$32,800 to \$382,800 in order to provide for the state to participate in its full 60 percent shared cost with the County of Monroe for all eligible costs, including a potential 10 percent cost overrun, incurred by the County in the construction of a 10,000-ton bulk salt storage facility. The original contract provides for state participation of 60 percent in the eligible costs incurred in the construction of a 10,000-ton chemical storage facility in the city of Monroe. The contract term remains unchanged, February 20, 2004, through February 20, 2006. The total contract amount remains unchanged at \$580,000. Source of Funds: 60% State Restricted Trunkline Funds and 40% Monroe County Funds.

|                       | <u>Original Contract</u> | <u>As Amended</u>                          |
|-----------------------|--------------------------|--------------------------------------------|
| Total Contract Amount | \$580,000                | \$638,000 (includes potential 10% overrun) |
| State Share           | 60%                      | 60%                                        |
| State Maximum Amount  | \$350,000                | \$382,800                                  |

**Purpose/Business Case:** To provide for an increase in the state maximum amount in order to allow for the full state participation of 60 percent, including a potential 10 percent cost overrun. The original contract provides for the construction of a chemical storage facility in the city of Monroe. The chemical storage building will be a high-arch type bulk facility with a capacity of 10,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will assure the most cost-effective and efficient way of delivering winter operation activities in this area.

**Funding Source:** 60% State Restricted Trunkline Funds and 40% Monroe County Funds.

**Commitment Level:** Cost-sharing contract. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a two-year period. MDOT's share will not exceed \$382,800.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads in Monroe County. Failure to award this contract and construct the facility could result in a lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 49504.

2. \*EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan  
Contract (2004-0809) between MDOT and the City of Lansing is a state infrastructure bank (SIB) loan to assist the City of Lansing in financing transportation infrastructure improvements through the Pennsylvania Avenue Bridge Project. The loan will allow the City of Lansing to replace the existing bridge, which is at the end of its useful life. The new structure will be safer for passenger vehicles and passing trains and much less costly to maintain than the existing bridge. MDOT will loan \$1,266,000 at three percent interest to the City of Lansing. The contract will be in effect from the date of award through December 31, 2015. Source of Funds: SIB Loan Funds - \$1,266,000.

**Purpose/Business Case:** To provide an SIB loan to the City of Lansing for the replacement of the Pennsylvania Avenue bridge.

**Benefit:** Will allow the City of Lansing to replace the existing bridge, which is at the end of its useful life. The new structure will be safer for passenger vehicles and passing trains and will be less costly to maintain than the current bridge.

**Funding Source:** State Infrastructure Bank Loan Funds - \$1,266,000.

**Commitment Level:** The contract is for a fixed amount.

**Risk Assessment:** If the City does not receive the loan, it will have to defer regular street improvements, and it will be unable to maintain even the current condition of its system.

**Cost Reduction:** The loan covers only the project costs not available from other sources.

**New Project Identification:** Replacement of existing bridge.

**Zip Code:** 48910.

3. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)  
Tract 231, Control Section 19033, Parcel 528P, Part A, 528N, Part A

The subject tract is located in the township of Bingham, Clinton County, Michigan. It is landlocked and contains approximately 18.11 acres. The tract was appraised by Tom Urynowicz, Property Analyst, University Region on April 20, 2004, at \$21,700. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on September 8, 2004, at \$21,700. Robert R. Ruff, one of the abutting owners, has obtained a Waiver Statement from the other abutting owner stating that they have no interest in purchasing the subject tract. He has submitted an Application to Purchase and Agreement of Sale, and a check in the amount of \$2,170, which represents a 10 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$21,700

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**New Project Identification:** N/A.

**Zip Code:** 48879.

4. HIGHWAYS (Real Estate) - Resolution “B” (Easement – Wetland Mitigation Site)  
Control Section 36022, Job 60292B

The section is located in the township of Bates, Iron County, Michigan, and contains approximately 12.20 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement for the subject property. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

**Purpose/Business Case:** MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on a parcel of land that was used for wetland mitigation. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

**Benefit:** By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

**Funding Source:** No money will be exchanged for conveying this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

**Commitment Level:** N/A.

**Risk Assessment:** MDOT is required under permit conditions to convey an easement on this parcel to the MDEQ.

**Cost Reduction:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49935.

5. HIGHWAYS (Real Estate) - Resolution “C” (Easement – Wetland Mitigation Site)  
Control Section 11112, Job 32914B, Parcel 289

The section is located in the township of Sodus, Berrien County, Michigan, and contains approximately 34.05 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement for the subject property. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0



**Purpose/Business Case:** MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on a parcel of land that was used for wetland mitigation. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

**Benefit:** By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

**Funding Source:** No money will be exchanged for conveying this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

**Commitment Level:** N/A.

**Risk Assessment:** MDOT is required under permit conditions to convey an easement on this parcel to the MDEQ.

**Cost Reduction:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49126.

6. \*HIGHWAYS – Revise Scope, Extend Term

Amendatory Contract (98-1351/A4) between MDOT and Global Remediation Technologies, Inc., will revise the project scope to provide for the continuation of groundwater monitoring services and will extend the contract term by three years. The original contract provides for geotechnical services for a remediation system for the environmental cleanup operation at MDOT's Kalkaska Maintenance Garage in Kalkaska, Michigan. The revised contract term will be February 22, 1999, through February 22, 2008. The contract amount remains unchanged at \$513,785.62. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

**Purpose/Business Case:** The groundwater has been contaminated at the Kalkaska Maintenance Garage with a plume of trichloroethylene (TCE). An environmental cleanup operation has been ongoing since 1998. The remediation system successfully reduced the TCE contaminant concentrations to below the Michigan Department of Environmental Quality (MDEQ) cleanup requirement by late 2002. The required year of groundwater monitoring, however, revealed that a small amount of the contamination still remains and will prevent achievement of an unrestricted environmental closure. The contamination will likely decrease over time through natural attenuation processes, but the groundwater will need to be monitored to confirm that levels are decreasing. The project scope is being revised to allow for additional groundwater monitoring. The final task of the original scope, site restoration, is being postponed until the groundwater clean up criteria is achieved. The contract will need to be extended by three years to allow time for contaminant levels to decrease under natural attenuation processes.

**Benefit:** Completing the cleanup of this site will improve the groundwater quality at the Kalkaska Garage location and keep MDOT in compliance with State of Michigan environmental statutes.

**Funding Source:** This project is being funded by the State Sites Cleanup Program under Act 380, P.A. 1996, as amended. The Michigan Department of Environmental Quality administers this fund.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** MDOT will be out of compliance with Part 201 of Act 451, P.A. 1994, as amended, if this project is terminated.

**Cost Reduction:** The original contract was based on a low bid.

**New Project Identification:** This is not a new project. The environmental remediation project at this site has been ongoing since 1998.

**Zip Code:** 49646.

7. \*HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0646/A4) between MDOT and Emergency Road Response, Inc. (ERR), will retroactively provide for additional services to add Automated Vehicle Locating (AVL) equipment for fleet tracking, will increase the contract by \$1,130,436.20, and will extend the contract term by ten months. This amendment is necessary to ensure uninterrupted Freeway Courtesy Patrol services. The contract will expire on November 30, 2004. The original contract provides for ERR to patrol segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists. The revised contract term will be June 6, 2001, through September 30, 2005. The revised total contract amount will be \$4,787,464.07. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for an additional ten months of Freeway Courtesy Patrol services to assist stranded motorists throughout the Southeast Michigan freeway system and to increase the contract amount by \$1,130,436.20 accordingly. The amendment will also add AVL equipment for fleet tracking. The proposed work for this amendment exercises a portion of the two available one-year extensions provided for in the original contract's Statement of Work.

**Benefit:** Will extend the current contract to ensure continuous services that improve traffic safety. The services benefit not only those assisted but other motorists as well by reducing traffic congestion and providing for safer driving conditions. At the proposed level of service, nearly 16,000 assists are provided per year. In the 2002 Evaluation Report published by the Southeast Michigan Council of Governments, the benefit cost ratio for the program was 9.2:1.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this extension of the contract will provide for disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is for the extension of an existing program.

**Zip Code:** 48226.

8. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z20/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional inspection and testing services and project management services to be performed to facilitate the finaling and closeout of the project and will increase the authorization amount by \$268,366.78. The original authorization provides for construction engineering and related services to be performed on M-5 between Marene Street and M-102 in the cities of Detroit and Livonia and in Redford Township, Wayne County (CS 82121 – JN 47069A). The authorization term remains unchanged, July 18, 2003, through November 29, 2005. The revised authorization amount will be \$678,668.77. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The revision will provide for additional inspection and testing services and project management services to be performed to facilitate the finaling and closeout of the project.

**Benefit:** The project will be completed by the consultant who has been on site from the start of this project.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, MDOT could lose federal funds and continuity on the project (if the same consultant is not used).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

\* Denotes a non-standard contract/amendment

**New Project Identification:** This is not a new project.  
**Zip Code:** 48240.

9. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z22/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional construction engineering services to be performed due to unanticipated site conditions that require asbestos assessment, removal, and disposal. The original authorization provides for construction engineering services to be performed on M-5 westbound over the Rouge River, Wayne County (CS 82121 - JN 56632A). The authorization term remains unchanged, July 15, 2003, through November 29, 2005. The revised authorization amount will be \$159,942.52. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The revision will provide additional construction engineering services and is needed because of unanticipated site conditions that require asbestos assessment, removal, and disposal.

**Benefit:** The project will be completed by the consultant who has been on site from the start of the project.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, MDOT could lose federal funds and continuity on the project (if the same consultant is not used).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48219.

10. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R1) under Contract (2002-0249) between MDOT and L.S. Engineering, Inc., will extend the authorization term by approximately two months to provide sufficient time for the consultant to complete finaling and closeout services. There are projects starting and being completed throughout the year; therefore the finaling and closing out of projects is performed as needed throughout the year. Many projects were closed out with the reviews in this contract, but there are new ones coming up for review that will still need to be closed out, so additional time is needed. The original authorization provides for Project Final Estimate Reviews for various projects in the Bay Region to be performed as needed. The revised authorization term will be October 1, 2002, through March 7, 2005. The authorization amount remains unchanged at \$73,933.03. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** There are projects starting and being completed throughout the year, so the finaling and closing out of the projects is ongoing. Many projects have been closed out, but there are new ones coming up for review that will still need to be closed out, so additional time is needed.

**Benefit:** Extending this authorization will allow for a reduction in the number of projects on the overdue finals list. These projects will mostly be local government projects. Currently, nearly all of the projects listed on the overdue finals list in the Mt. Pleasant TSC are local government projects. The records review is a major part of the finaling process. Without this review, the projects cannot be completely finalized and cannot be removed from the overdue finals list.

**Funding Source:** Federal, state, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not extended, the project reviews will not be performed in a timely fashion. This will hold up the finaling out of the local government construction projects and will result in failure to reduce the number of items on the overdue finals list.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

11. HIGHWAYS - IDS Design Consultant Services

Authorization (Z14/R1) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for additional design services to be performed for the full painting of all fascia beams and will increase the authorization amount by \$35,700. The original authorization provides for the design of the rehabilitation of 21 bridges within the Grand Region (CSs 41122, 41132, and 54014 – JN 79926D). The work items include design for pin and hanger replacement, zone painting, joint replacement, deck patching, substructure repairs, and maintenance of traffic. The authorization term remains unchanged, September 9, 2004, through September 20, 2005. The revised authorization amount will be \$356,500. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for additional design services to be performed for the full painting of all fascia beams and will increase the authorization amount by \$35,700. The original authorization provides for the design of the rehabilitation of 21 bridges within the Grand Region (CSs 41122, 41132 and 54014 – JN 79926D). The intent of this project is to preserve the life of these existing structures.

**Benefit:** This project will enhance the safety of the public traveling on or beneath these structures.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not having the proposed work completed would be the further deterioration of the bridges, requiring emergency repairs to be performed or load restrictions to be placed on the structures.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This project is for the rehabilitation of bridges within the Grand Region.

**Zip Code:** 49504.

12. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z3/R3) under Contract (2003-0204) between MDOT and Arcadis FPS/Finkbeiner, Pettis & Strout, Inc., will provide for additional drainage study services for a portion of the project from the point of beginning (POB) to 1,500 feet north of the Old Telegraph Road intersection and will increase the authorization amount by \$16,741.32. Because of the age, size, and depth of the sewer in this part of the project, it is necessary to include it in the final study. The original authorization provides for the development of plans for the road design of the reconstruction of US-24 from Elizabeth Lake Road to 1200 feet south of Orchard Lake Road in Pontiac, Oakland County (CS 63052 – JN 50291C). The authorization term remains unchanged, September 19, 2003, through April 8, 2006. The revised total authorization amount will be \$775,107.82. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this amendment is to provide for additional design services for the update of the drainage study to include the portion of US-24 between the POB and approximately 1,500 feet north of the Old Telegraph Road intersection. Because of the age, size, and depth of the sewer in this part of the project, it is necessary to include the 1,500 feet of US-24 in the study. Since the reconstruction of US-24 is a long-term fix, it is appropriate to verify that the existing sewer will have a remaining life span consistent with the life span of the roadway.

**Benefit:** Including this 1,500-foot portion of the project in the drainage study will help to determine if improvements are necessary to provide a sewer life span that is consistent with the roadway life span.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the sewer in the portion of the project between the POB and 1,500 feet north is not included in the drainage study, the potential for failure of the sewer's pipes under the roadway is a threat to the expected life span of the pavement.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48341.

13. HIGHWAYS - Design Consultant Services

Authorization (Z22) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McClimment, Inc., will provide for design services to be performed for the reconstruction of the bridge deck and roadway on Russell Street over the I-75 connector to M-3, city of Detroit, Wayne County (CS 82195 - JN 81034D). The authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$184,127.45. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Reconstruction of bridge deck and roadway to provide a better riding surface.

**Benefit:** Better riding condition and increased bridge and road life.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the authorization is not approved, the bridge and roadway will continue to deteriorate and may have to be replaced.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48216.

14. \*HIGHWAYS – Time Extension

Amendatory Contract (2003-0312/A2) between MDOT and Michigan State University (MSU) will retroactively extend the contract term by approximately six months to allow sufficient time for MSU to investigate unforeseen inconsistencies in data. The original contract, which expired on November 30, 2004, provided for research services to be performed for the evaluation of the safety and cost benefits of two standard rumble strip placement and painting practices in the Grand Region. The revised contract term will be June 26, 2003, through May 31, 2005. The contract amount remains unchanged at \$128,372. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The use of painted shoulder rumble strips (SRS) is being studied by Michigan State University under contract 2003-0312. There have been some inconsistencies in the results that can not be explained with the available data. Sufficient funds remain to investigate these inconsistencies, but additional time is needed.

**Benefit:** Resolving inconsistencies in the data will increase the confidence level in the results of this research. By providing the safety community with solid research MDOT hopes to expand the use of the painted SRS system.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Decreased confidence in the safety community because of inconsistencies in the research could cause decreased confidence in the use of painted SRS.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** No, not a new project.

**Zip Code:** 48824.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z23) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for design services to be performed for the eastbound and westbound I-94 cold milling, concrete patching, and resurfacing projects from Joy Road to M-29, Macomb County (CS 50111 - JN 55656C). The authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$554,607.45. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the design of the eastbound and westbound I-94 cold milling, concrete patching, and resurfacing projects (JN 55656). The project limits are from Joy Road to M-29. The project length is 4.54 miles, and the existing pavement is in extremely poor condition. The existing roadway consists of three lanes from Joy Road to approximately 1500 feet south of M-29; two lanes then continue to M-29. The project is currently planned to be constructed during the summer of 2007.

**Benefit:** Will improve the pavement ride, condition, and safety of this roadway. This project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Based on the current conditions of the roadway, the undertaking of cold milling, concrete patching, and resurfacing is the preferred repair. Should this work not be approved, the cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the reconstruction over the same twenty-year period, would be greater.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48045.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z25) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for design services to be performed for the eastbound and westbound I-94 cold milling, concrete patching and resurfacing projects from Masonic Boulevard to Joy Boulevard, Macomb County. The authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$663,037.26. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the design of the eastbound and westbound I-94 cold milling, concrete patching, and resurfacing projects (JN 72401). The project limits are from Masonic to Joy Road. The project length is 6.85 miles, and the existing pavement is in extremely poor condition. The existing roadway consists of three lanes from Masonic to Joy Road. The project is currently planned to be constructed during the summer of 2007.

**Benefit:** Will improve the pavement ride, condition, and safety of this roadway. This project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Based on the current conditions of the roadway, the undertaking of cold milling, concrete patching, and resurfacing is the preferred repair. Should this work not be approved, the cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the reconstruction over the same twenty-year period, would be greater.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48047.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z18) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for pavement data collection and project record reviews to be performed statewide on 130 projects (CS various - JN various). The work items include a search of existing databases, field verification of collected key parameters, a pavement condition survey, and a compilation of the collected data. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$377,000. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: Federal Highways Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for the first system-wide pavement data collection and project record review statewide on 130 jointed Portland Cement Concrete (PCC) expressway projects. The work items include a search of existing databases, field verification of collected key parameters, a pavement condition survey, and a compilation of the collected data. Gathering the information on the potential key factors together will allow a comprehensive system-wide analysis of MDOT's jointed PCC pavements constructed between 1980 and 1999 based on design, materials, and construction practices. By determining the effects of designs, materials, and construction factors on long-term PCC pavement performance, MDOT can ensure that the key factors affecting pavement performance meet the necessary standards.

**Benefit:** The analysis of PCC pavement performance will allow MDOT to make informed pavement decisions, to extend pavement service life beyond current thresholds for high impact corridors, and to make the best uses of MDOT resources and funding.

**Funding Source:** Federal Highways Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The price was determined by low bid.

**Risk Assessment:** Failure to approve this project could result in a loss of opportunity to identify the key factors in long-term PCC pavement performance and improve MDOT's ability to manage Michigan's expressway system cost-effectively.

**Cost Reduction:** The price was determined by low bid.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

18. HIGHWAYS – Design Consultant Services

Contract (2004-0748) between MDOT and DLZ Michigan, Inc., will provide for the design of the pavement rehabilitation of I-196 from 0.7 miles south of M-140 for 8.9 miles north to 0.5 miles south of 109<sup>th</sup> Avenue in Van Buren and Allegan Counties (CS 03033 – JN 60471C). The work items include design surveys; design of project drainage; preparation of required plans, cross-sections, and details; computation and verification of all plan quantities; and preparation of traffic maintenance, pavement marking plans, and signing plans. This contract will be in effect from the date of award through January 31, 2007. The total contract amount will be \$1,387,743.29. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract will provide for the design of the pavement rehabilitation of I-196 from 0.7 miles south of M-140 for 8.9 miles north to 0.5 miles south of 109<sup>th</sup> Avenue in Van Buren and Allegan Counties (CS 03033 – JN 60471C). The work items include design surveys; design of project drainage; preparation of required plans, cross-sections, and details; computation and verification of all plan quantities; and preparation of traffic maintenance, pavement marking plans, and signing plans.

**Benefit:** Improvement of the pavement ride quality and the condition and safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, the rehabilitation project's scheduled completion will be delayed. Delay of the construction project will result in continuing bad ride, safety risks, and high maintenance costs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 49090.

19. **\*HIGHWAYS - Construction Engineering Services**

Contract (2004-0807) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for construction engineering and inspection services to be performed from I-75 to Square Lake Road in Oakland County. Work items will include 1.94 miles of concrete pavement reconstruction and the reconstruction of five bridges, including bridge deck widening and replacement, bridge replacement, Mechanically Stabilized Earth (MSE) wall construction, and bridge deck overlay work. This contract will be in effect from the date of award through February 1, 2007. The contract amount will be \$989,955.42. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract was approved on the December 7, 2004, State Administrative Board agenda as a contract based on a standard (i.e., approved) format. However, the contract must be nonstandard, which means that it needs to receive Office of Attorney General and Office of Commission Audits approvals before it is approved by the State Administrative Board; therefore, it is being resubmitted to the State Administrative Board.

**Purpose/Business Case:** To provide for construction engineering and inspection services to be performed from I-75 to Square Lake Road. Specific construction will include 1.94 miles of concrete pavement reconstruction; reconstruction of R-01; deck replacement on S-01-1, S-01-2, and R-02; and deck overlay on S-18-5.

**Benefit:** Will provide the necessary oversight for the construction contract to ensure that the project is built according to the plans and specifications. Additionally, the contract will provide an engineering resource to MDOT during construction for the review of construction changes and the resolution of issues regarding extras necessary to complete the project.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction contract may result in work that does not meet MDOT specifications. The implications of work not meeting MDOT specifications may include a reduced service life, increased maintenance costs, and loss of federal matching dollars.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48302 and 48304.



20. \*HIGHWAYS – Design Consultant Services

Contract (2004-0808) between MDOT and The Corradino Group of Michigan, Inc., will provide for a design study to be performed for all work related to the route planning and Environmental Impact Statement through the Record of Decision for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County. The study limits extend from Belle Isle on the north to the I-94 corridor on the west, to Grosse Isle on the south, and to the Canadian border on the Detroit River. The work items include all work related to the preparation of documentation for the receipt of approvals under the United States National Environmental Policy Act and the coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act. This contract will be in effect from the date of award through July 1, 2008. The contract amount will be \$16,704,542. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To begin environmental clearance for a new Detroit River crossing in the Detroit-Windsor area of Southeast Michigan. MDOT will embark on an Environmental Impact Statement to identify the location and environmental impacts of a future crossing.

**Benefit:** Canada and the United States are the largest bilateral trade partners in the world. Thirty-five percent of all Canadian exports and fifteen percent of all U.S. exports cross the Michigan-Ontario border at either Port Huron/Sarnia or Windsor/Detroit. Much of this trade is related to the auto industry. The Canada-U.S.-Ontario-Michigan Partnership includes MDOT, the Federal Highway Administration, the Ontario Ministry of Transportation, and Transport Canada. The partnership was formed to develop a long-term transportation strategy that will ensure the safe and efficient movement of individuals, goods, and services between Southeast Michigan and Southwest Ontario, including improved connections to national, state, provincial, and regional transportation systems. The partnership began a Planning Needs and Feasibility Study in 2001. The study was completed in January 2004 and has documented the need for additional cross border roadbed capacity during the thirty-year planning horizon. The partnership has decided to pursue environmental clearance of a new crossing to meet future mobility needs.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without approval of this contract, we will not be able to complete the Final Environmental Impact Statement or to obtain the Record of Decision. This will hurt the MDOT commitment to Canada, which is moving forward to begin the environmental clearance process.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new study to improve and or expand border crossing infrastructure in southeast Michigan.

**Zip Code:** 48202.

21. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Amendatory Contract (2004-5406) between MDOT and Watervliet Township will provide for participation in the following Transportation Enhancement improvements:

Shoulder trenching and paving for a bikepath along Paw Paw Avenue from Huntoon Avenue to Douglas Terrace and along Blatchford Road from Highway M-140 to Paw Paw Lake Road.

The purpose of this amendment is to reflect the revised percentages of federal (from 70 percent to 77 percent) and local (from 30 percent to 23 percent) participation in the project. The total estimated project cost remains unchanged.

Estimated Funds:

|                                      | <u>ORIGINAL</u>  | <u>AMEND.</u> | <u>TOTAL</u>     |
|--------------------------------------|------------------|---------------|------------------|
| Federal Highway Administration Funds | \$ 70,400        | \$ 7,060      | \$ 77,460        |
| Watervliet Township Funds            | \$ 30,200        | \$ (7,060)    | \$ 23,140        |
| Total Funds                          | <u>\$100,600</u> | <u>\$ 0</u>   | <u>\$100,600</u> |

STE 11072 - 59963; Berrien County  
Amendment

**Purpose/Business Case:** To amend original contract to change the percentage of the federal funding involved with the project from 70 percent to 77 percent and to change the percentage of the local match from 30 percent to 23 percent.

**Benefit:** To correct an error in the federal percentage ratio of the original contract.

**Funding Source:** Federal Transportation Enhancement Activities Funds, state and Watervliet Township Funds.

**Commitment Level:** 77% federal; and 23% Watervliet Township; based on estimate.

**Risk Assessment:** With amendment, the project can be funded with the correct percentage of federal funds.

**Cost Reduction:** N/A. (Original contract was for low bid.)

**New Project Identification:** N/A. (Original contract was for new beautification of existing roadway.)

**Zip Code:** 49098.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5507) between MDOT and the Village of Bellaire will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Non-motorized pathway work along the north side of Little League Park from Highway M-88 westerly approximately 1340 feet.

Estimated Funds:

|                                      |                 |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$21,170        |
| Village of Bellaire Funds            | <u>\$ 7,830</u> |
| Total Funds                          | <u>\$29,000</u> |

STE 05038 – 54917; Antrim County  
Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** To provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Village of Bellaire Funds.

**Commitment Level:** 73% federal up to \$21,170 and the balance by the Village of Bellaire; based on estimate.

**Risk Assessment:** Contract required in order for the Village to receive these federal funds.

**Cost Reduction:** Low bid.

**New Project Identification:** New pedestrian and bicycle facilities.

**Zip Code:** 49615.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Amendatory Contract (2004-5523) between MDOT and Berrien County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

PART A

Non-motorized pathway bridge work for a structure located south of Highway I-94, west of Lincoln Avenue, and north of Maiden Lane in connection with the Wilderness Trail in Maiden Lane Park.

PART B

Non-motorized pathway bridge work for a structure located north of Highway I-94, west of Lincoln Avenue, south of Vineland Avenue, and east of Washington Avenue in connection with the Wilderness Trail.

The purpose of this amendment is to increase the maximum amount of federal funds to be applied to the Part A portion (from \$23,528 to \$37,952) and Part B portion (\$23,202 to \$37,196) of the project.

Estimated Funds:

|                                      | <u>PART A</u> | <u>ORIGINAL</u><br><u>PART B</u> | <u>TOTAL</u> |
|--------------------------------------|---------------|----------------------------------|--------------|
| Federal Highway Administration Funds | \$23,528.00   | \$23,202.00                      | \$46,730.00  |
| Berrien County Road Commission Funds | \$12,668.93   | \$12,493.39                      | \$25,162.32  |
| Total Funds                          | \$36,196.93   | \$35,695.39                      | \$71,892.32  |

|                                      | <u>PART A</u> | <u>AMEND.</u><br><u>PART B</u> | <u>TOTAL</u> |
|--------------------------------------|---------------|--------------------------------|--------------|
| Federal Highway Administration Funds | \$14,424.00   | \$13,994.00                    | \$28,418.00  |
| Berrien County Road Commission Funds | \$ 7,766.77   | \$ 7,535.24                    | \$15,302.01  |
| Total Funds                          | \$22,190.77   | \$21,529.24                    | \$43,720.01  |

|                                      | <u>PART A</u> | <u>TOTAL</u><br><u>PART B</u> | <u>TOTAL</u> |
|--------------------------------------|---------------|-------------------------------|--------------|
| Federal Highway Administration Funds | \$37,952.00   | \$37,196.00                   | \$ 75,148.00 |
| Berrien County Road Commission Funds | \$20,435.70   | \$20,028.63                   | \$ 40,464.33 |
| Total Funds                          | \$58,387.70   | \$57,224.63                   | \$115,612.33 |

STE 11413 - 50911; STE 11015 - 58129  
Amendment

**Purpose/Business Case:** Amend original contract to increase the maximum amount of federal funds for each of the Part A and B portions of the project.

**Benefit:** The project will be able to be built with the additional funding.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Berrien County Road\_Commission Funds.

**Commitment Level:** 65% federal up to \$37,952.00 and \$37,196.00 for Part A and Part B, respectively, and the balance by Berrien County Road Commission; based on estimate.

**Risk Assessment:** Without the additional funding, the project may not be able to be built.

**Cost Reduction:** N/A. (Original contract was for low bid.)

**New Project Identification:** N/A. (Original was for new pedestrian and bicycle facilities.)

**Zip Code:** 49085.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5528) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic signal upgrading work at the intersection of Burton Street and Clyde Park Avenue.

Estimated Funds:

|                                      |                 |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$52,200        |
| City of Grand Rapids Funds           | <u>\$13,100</u> |
| Total Funds                          | <u>\$65,300</u> |

STH 41609 – 73878; Kent County  
Local Force Account

**Purpose/Business Case:** To upgrade existing traffic signals.

**Benefit:** Improve intersection operation and safety.

**Funding Source:** Federal Surface Transportation Program Funds and City of Grand Rapids Funds.

**Commitment Level:** 80% federal up to \$200,000 and the balance by City of Grand Rapids.

**Risk Assessment:** Contract required in order for City to receive these federal funds.

**Cost Reduction:** Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

**New Project Identification:** Improvement of existing traffic signals.

**Zip Code:** 49509.

25. MULTI-MODAL – Railroad Force Account Work  
Authorization (39089-81757) under Master Agreement (79-0568), dated June 8, 1979, between MDOT and National Railroad Passenger Corporation (Amtrak), will provide funding for the installation of new grade crossing surfaces, side-of-street flashers, a side-light, a cantilever, half-roadway gates, and appropriate circuitry at Amtrak's grade crossing of Michigan Avenue in the city of Kalamazoo, Michigan. This work, to be undertaken as part of the City of Kalamazoo's roadway relocation project, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Kalamazoo and approved on November 8, 2004. The total cost of the project is estimated at \$541,165. Source of Funds: Federal Highway Administration Funds - \$541,165.

**Purpose/Business Case:** The project will provide for the installation of new grade crossing surfaces, side-of-street flashers, a side-light, a cantilever, half-roadway gates, and appropriate activation circuitry at the relocated grade crossing of Amtrak with Michigan Avenue in the city of Kalamazoo, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new grade crossing surfaces, flashing-light signals, a side-light, a cantilever, half-roadway gates, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$541,165.

**Commitment Level:** The authorization amount is based on Amtrak's estimate and will be paid on a force account basis.

**Risk Assessment:** The existing roadway and warning devices are located on a severe skew. The road relocation changes the highway-railroad grade crossing to a 90 degree intersection with a new surface, and the installation of new active warning devices will provide visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by Amtrak on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Amtrak and the City of Kalamazoo.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49006.

26. MULTI-MODAL – Railroad Force Account Work

Authorization (23002-82617) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western, Inc. (GTW), will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at GTW's grade crossing of Gresham Highway in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Eaton County Road Commission and approved on November 1, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

**Purpose/Business Case:** The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of GTW with Gresham Highway in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indications of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48876.

\* Denotes a non-standard contract/amendment

27. MULTI-MODAL – Railroad Force Account Work

Authorization (37014-82662), under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Co., Inc. (TSB), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Summerton Road in Isabella County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Isabella County Road Commission and approved on November 9, 2004. The total cost of the project is estimated at \$131,690.38. Source of Funds: Federal Highway Administration Funds- \$105,352.30; FY 2005 State Restricted Trunkline Funds- \$26,338.08.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Summerton Road in Isabella County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Isabella County Road Commission, TSB, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and by state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds- \$105,352.30; FY 2005 State Restricted Trunkline Funds- \$26,338.08.

**Commitment Level:** The authorization amount is based on TSB's estimate. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two car-train crashes that occurred at this location. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Isabella County Road Commission.

**New Project Identification:** Currently, the crossing is protected by passive devices. This project will add active warnings for motorists.

**Zip Code:** 48858.

28. MULTI-MODAL – Railroad Force Account Work

Authorization (40010-82663), under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Co., Inc. (TSB), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Twin Lake Road in Kalkaska County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Kalkaska County Road Commission and approved on November 3, 2004. The total cost of the project is estimated at \$122,286.43. Source of Funds: Federal Highway Administration Funds- \$97,829.14; FY 2005 State Restricted Trunkline Funds- \$24,457.29.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Twin Lake Road in Kalkaska County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Kalkaska County Road Commission, TSB, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and by state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds- \$97,829.14; FY 2005 State Restricted Trunkline Funds- \$24,457.29.

**Commitment Level:** The authorization amount is based on TSB's estimate. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two car-train crashes that occurred at this location. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Kalkaska County Road Commission.

**New Project Identification:** Currently, the crossing is protected by passive devices. This project will add active warnings for motorists.

**Zip Code:** 49659.

29. MULTI-MODAL – Railroad Force Account Work

Authorization (83008-82653) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway, Inc. (TSB), will provide funding for the installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry at TSB's grade crossing of Haring Road/30 ¾ Road in Wexford County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wexford County Road Commission and approved on November 15, 2004. The total cost of the project is estimated at \$123,434.33. Source of Funds: Federal Highway Administration Funds - \$98,747.46; FY 2005 State Restricted Trunkline Funds - \$24,686.87.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry at the grade crossing of TSB with Haring Road/30 ¾ Road in Wexford County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals, half-roadway gates, and appropriate activation circuitry was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively. Federal Highway Administration Funds - \$98,747.46; FY 2005 State Restricted Trunkline Funds - \$24,686.87.

**Commitment Level:** The authorization amount is based on TSB's estimate and will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process after two car-train crashes occurred at this location in a five-year period. The crossing is currently equipped with standard railroad crossbucks. The installation of flashing-light signals and half-roadway gates will provide an increased level of warning for motorists.

**Cost Reduction:** The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Wexford County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49601.

30. MULTI-MODAL – Railroad Force Account Work

Authorization (41003-82622) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the supplement of the existing active warning devices with a new cantilever and half-roadway gates at CSX's grade crossing of Six Mile Road in Kent County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Kent County Road Commission and approved on October 27, 2004. The total cost of the project is estimated at \$250,000. Source of Funds: Federal Highway Administration Funds - \$200,000; FY 2005 State Restricted Trunkline Funds - \$50,000.

**Purpose/Business Case:** The project will provide for the installation of a new cantilever and half roadway gates at the existing grade crossing of CSX with Six Mile Road in Kent County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of a new cantilever and half roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$200,000; FY 2005 State Restricted Trunkline Funds - \$50,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing active warning devices, consisting of side-of-street flashers, were not a sufficient deterrent to prevent motorists from crashing into trains that were already in the crossing. The installation of a cantilever and half roadway gates will provide better visual notification and a physical barrier when a train is approaching and occupying the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Kent County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49321.

31. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-82666) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new flashing-light signals, half-roadway gates, and appropriate activation circuitry at CSX's grade crossing of Hurd Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on October 25, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

**Purpose/Business Case:** The project will provide for the installation of new flashing-light signals, half-roadway gates and appropriate activation circuitry at the existing grade crossing of CSX with Hurd Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.



**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2005 State Restricted Trunkline Funds - \$40,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Monroe County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48162.

32. MULTI-MODAL – Railroad Force Account Work

Authorization (61004-82620) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the supplement of the existing active warning devices with upgraded twelve-inch lenses at CSX's grade crossing of Riley-Thompson Road in Muskegon County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Muskegon County Road Commission and approved on October 28, 2004. The total cost of the project is estimated at \$50,000. Source of Funds: Federal Highway Administration Funds - \$40,000; FY 2005 State Restricted Trunkline Funds - \$10,000.

**Purpose/Business Case:** The project will provide for the installation of upgraded twelve-inch lenses at the existing grade crossing of CSX with Riley-Thompson Road in Muskegon County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of upgraded twelve-inch lenses was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$40,000; FY 2005 State Restricted Trunkline Funds - \$10,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing active warning devices, consisting of side-of-street flashers, were not a sufficient deterrent to prevent motorists from crashing into trains that were already in the crossing. The installation of upgraded twelve-inch lenses will provide better visual notification when a train is approaching and occupying the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Muskegon County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49457.

33. MULTI-MODAL – Railroad Force Account Work

Authorization (82075-82648) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the supplement of the existing active warning devices with new three-quarter roadway gates and a side-light facing a roadway immediately parallel to the tracks at CSX's grade crossing of Van Born Road in Wayne County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wayne County Road Commission and approved on October 25, 2004. The total cost of the project is estimated at \$60,000. Source of Funds: Federal Highway Administration Funds - \$48,000; FY 2005 State Restricted Trunkline Funds - \$12,000.

**Purpose/Business Case:** The project will provide for the installation of three-quarter roadway gates for eastbound and westbound traffic and a side-light facing a roadway immediately parallel to the tracks at the existing grade crossing of CSX with Van Born Road in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of three-quarter roadway gates for eastbound and westbound traffic and a side-light facing a roadway immediately parallel to the tracks was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$48,000; FY 2005 State Restricted Trunkline Funds - \$12,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing active warning devices, consisting of side-of-street flashers and half-roadway gates on both lanes were not a sufficient deterrent to discourage motorists from driving around the gates – a common occurrence that has resulted in multiple crashes at this location. In addition, a recent industrial complex development has placed a driveway near the crossing that generates significant traffic volume on the eastbound approach. The installation of new three-quarter roadway gates at the eastbound and westbound approaches will provide a larger physical barrier when a train is approaching the crossing. The addition of a side-light facing a roadway immediately parallel to the tracks will provide better visual notification when a train is approaching the crossing. These efforts are intended to discourage gate-running and enhance safety for motorists.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Wayne County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48174.

34. MULTI-MODAL – Railroad Force Account Work

Authorization (55013-82675) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (WC), will provide funding for the installation of new flashing-light signals and half-roadway gates at WC's grade crossing of 37 Mile Road in Menominee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Menominee County Road Commission and approved on December 3, 2001. The total cost of the project is estimated at \$119,926. Source of Funds: Federal Highway Administration Funds - \$95,940.80; FY 2005 State Restricted Trunkline Funds - \$23,985.20.

**Purpose/Business Case:** The project will provide for the installation of new flashing-light signals and half-roadway gates at the existing grade crossing of WC with 37 Mile Road in Menominee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals and half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$95,940.80; FY 2005 State Restricted Trunkline Funds - \$23,985.20.

**Commitment Level:** The authorization amount is based on WC's estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by WC on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the Menominee County Road Commission.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49874.

35. MULTI-MODAL – Railroad Force Account Work

Authorization (39089-82614) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the supplement of the existing active warning devices with half-roadway gates and upgraded twelve-inch lenses at NS's grade crossing of Stockbridge Street in the city of Kalamazoo, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Kalamazoo and approved on November 1, 2004. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2004 State Restricted Trunkline Funds - \$35,000.

**Purpose/Business Case:** The project will provide for the installation of half-roadway gates and upgraded twelve-inch lenses at the existing grade crossing of NS with Stockbridge Street in the City of Kalamazoo, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of half-roadway gates and upgraded twelve-inch lenses was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2004 State Restricted Trunkline Funds - \$35,000.

**Commitment Level:** The authorization amount is based on NS's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing active warning devices, consisting of side-of-street flashers, were not a sufficient deterrent to prevent motorists from crashing into trains that were already in the crossing. The installation of half-roadway gates and upgraded twelve-inch lenses will provide better visual notification and a physical barrier when a train is approaching and occupying the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Kalamazoo.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49001.

36. MULTI-MODAL – Time Extension

Amendatory Contract (2001-0530/A2) between MDOT and the Berrien County Board of Commissioners (BCBC) will extend the contract term by three months to allow sufficient time for BCBC to complete the purchase of a transit bus. The bus was ordered in May but has not yet been delivered. It is anticipated that the bus will be delivered within the next two months. The original contract provides state matching funds for BCBC's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be September 14, 2001, through April 13, 2005. The contract amount remains unchanged at \$103,690. Source of Funds: Federal Transit Administration Funds - \$82,952; FY 1992 and FY 2001 State Restricted Comprehensive Transportation Funds - \$20,738.

**Purpose/Business Case:** To provide for a three-month time extension to allow sufficient time for BCBC to complete the purchase of a bus.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$82,952; FY 1992 and FY 2001 State Restricted Comprehensive Transportation Funds - \$20,738.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risks of not approving this amendment are that federal funds in the contract will be lost and the needed bus will not be purchased.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49085.

37. MULTI-MODAL - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will provide state matching funds for the agency's FY 2004 Section 5307 Urbanized Area Formula Capital Program grant for the purchase of computer equipment, the renovation of a compressed natural gas (CNG) compressor station, and facility renovation. The authorization will be in effect from September 10, 2004, through September 9, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$207,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$165,600; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$41,400.

**Purpose/Business Case:** To provide state matching funds for the Commission's FY 2004 Section 5307 Urbanized Area Formula Capital Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$165,600; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$41,400.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is a new project.

**Zip Code:** 48060.

38. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z10/R2) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will increase state funding by \$70,000 and decrease local funding by \$70,000 for the purchase of up to ten vans for ITP's vanpool program. Vanpool services in west Michigan were previously provided by VPSI, Inc. However, ITP is now the contractual vanpool provider for MDOT in west Michigan; therefore, MDOT will provide the state matching funds for the vans. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, June 16, 2003, through June 15, 2006. The authorization amount remains unchanged at \$8,496,052. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program year FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,796,841; FY 2002, 2003, 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

**Purpose/Business Case:** To provide for an increase of \$70,000 of state funding and a decrease of \$70,000 of local funding for the purchase of up to ten vans for ITP's vanpool program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$6,796,841; FY 2002, 2003, 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is not a new project.

**Zip Code:** 49503.

39. MULTI-MODAL - Section 5309 Program

Project Authorization (Z23) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb County and parts of Wayne and Oakland Counties, will provide state matching funds for the authority's FY 2002 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses, replacement vans, a two-way radio system, office equipment, and computer hardware. The authorization will be in effect from August 6, 2004, through August 5, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$185,630. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$148,504; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$37,126.

**Purpose/Business Case:** To provide state matching funds for SMART's FY 2002 Federal Section 5309 Capital Discretionary Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$148,504; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$37,126.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

\* Denotes a non-standard contract/amendment

**New Project Identification:** This is a new project.  
**Zip Code:** 48226.

40. MULTI-MODAL - Change in Services

Amendatory Contract (2004-0032/A3) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide for a change in services to add a new line item for the Guaranteed Ride Home Program and will adjust funding between line items. Funding for the Guaranteed Ride Home Program was previously administered by MDOT, which provided direct payment for the services. However, due to budget constraints, MDOT is no longer able to fund these services in this manner. The Guaranteed Ride Home services are eligible project costs under the Rideshare Program, and this amendment will provide AATA the ability to pay for these services under this contract. The Guaranteed Ride Home Program provides reimbursement to rideshare participants when they need an alternate ride to or from work. Adjusting funding between line items will provide the needed funding for the Guaranteed Ride Home Program. The original contract provides federal and state funds for the FY 2004 Rideshare Program. The contract term remains unchanged, December 1, 2003, through June 30, 2005. The contract amount remains unchanged at \$142,800. Source of Funds: Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

**Purpose/Business Case:** To provide for the addition of a line item for Guaranteed Ride Home and to adjust funding between line items.

**Benefit:** Will allow for continuation of the Guaranteed Ride Home Program in the AATA service area.

**Funding Source:** Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is that AATA will be unable to provide reimbursement for the Guaranteed Ride Home Program, which will be a deterrent to retaining and recruiting carpool participants.

**Cost Reduction:** Grant amount is determined by MDOT based on cost estimates and is not negotiated. Funding for the Guaranteed Ride Home Program is being provided within the current contract and no additional funds are required.

**New Project Identification:** This is not a new project.

**Zip Code:** 48104.

41. \*MULTI-MODAL (Aeronautics) – Increase Services and Amount, Extend Term

Amendatory Contract (2003-0577/A2) between MDOT and the City of Allegan will add services needed because of drainage problems found during construction, will increase the amount by \$10,600 accordingly, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the rehabilitation of a t-hangar apron and connecting taxiway and for the construction of a new t-hangar apron at the Padgham Field in Allegan, Michigan. The revised contract term will be August 27, 2003, through August 26, 2023. The revised total contract amount will be \$195,767. This amendatory contract was previously approved on the May 4, 2004, State Administrative Board agenda for a revised total contract amount of \$192,167; however, the cost of the drainage work was higher than expected. Source of Funds:

|                                    | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|------------------------------------|-----------------------|-----------------|----------------------|
| FAA Funds                          | \$166,650             | \$ 9,540        | \$176,190            |
| State Restricted Aeronautics Funds | \$ 9,258              | \$ 530          | \$ 9,788             |
| City of Allegan Funds              | \$ 9,259              | \$ 530          | \$ 9,789             |
| Total                              | <u>\$185,167</u>      | <u>\$10,600</u> | <u>\$195,767</u>     |

**Purpose/Business Case:** The project includes the rehabilitation of an existing hangar area and taxiway as well as for the construction of a new t-hangar apron. The additional funds are needed to cover the cost of drainage problems that arose during construction. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** Will address all drainage problems to extend the life of the pavement being placed.

**Funding Source:** FAA Funds - \$176,190; State Restricted Aeronautics Funds - \$9,788; City of Allegan Funds - \$9,789; Contract Total - \$195,767.

**Commitment Level:** The contract has a fixed cost for the project.

**Risk Assessment:** If the amendment is not awarded, the taxiway rehabilitation and the construction of the new hangar site preparation could not be completed.

**Cost Reduction:** The cost of the project was determined by competitive bid and awarded to the lowest bidder.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49010.

42. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0429/A1) between MDOT and the Mackinac County Board of Commissioners will add the replacement of the runway electrical circuits to the project and will increase the contract amount by \$8,869. The original contract provides for the paving of runway shoulders on runway 7/25 at the Mackinac County Airport in St. Ignace, Michigan. The contract term remains unchanged, September 8, 2004, through September 7, 2024. The revised total contract amount will be \$233,869. Source of Funds:

|                                       | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|---------------------------------------|-----------------------|-----------------|----------------------|
| Federal Aviation Administration Funds | \$202,500             | \$8,955         | \$211,455            |
| State Restricted Aeronautics Funds    | \$ 11,250             | \$3,505         | \$ 14,755            |
| Mackinac County Funds                 | \$ 11,250             | (\$3,591)       | \$ 7,659             |
| Total                                 | <u>\$225,000</u>      | <u>\$8,869</u>  | <u>\$233,869</u>     |

**Purpose/Business Case:** The amendment will increase the services to add the replacement of runway electrical circuits. During construction, the existing electrical circuits were accidentally destroyed because they had been installed (by a different contractor) at a too shallow depth. At the shallow depth, the electrical circuits were in the excavated area for the paved shoulders, and the contractor had to remove them in order to place the aggregate base and bituminous to meet the proposed cross section.

**Benefit:** The electrical circuits will be installed at the proper depth. Runway lighting is a Federal Aviation Administration (FAA) requirement.

**Funding Source:** FAA Funds - \$211,455; State Restricted Aeronautics Funds - \$14,755; Mackinac County Funds - \$7,659; Contract Total - \$233,869.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the airport sponsor would be in noncompliance with an FAA regulation that requires airports have runway lighting.

**Cost Reduction:** The original project was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49781.

43. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0027) between MDOT and the Village of Sparta will provide federal and state grant funds for land acquisition costs at the Paul C. Miller-Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$183,800. Source of Funds: FAA Funds (via block grant) - \$174,610; State Restricted Aeronautics Funds - \$4,595; Village of Sparta Funds - \$4,595.

**Purpose/Business Case:** The project includes land acquisition costs for up to 26 parcels of land needed for a future runway extension project. The work items include appraisals, appraisal reviews, negotiations, and the update of the Exhibit A.

**Benefit:** The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. The property acquisition will allow for clearing of the runway protection zone and approach to the runway.

**Funding Source:** FAA Funds - (via block grant) - \$174,610; State Restricted Aeronautics Funds - \$4,595; Village of Sparta Funds - \$4,595; Contract Total - \$183,800.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

**New Project Identification:** This is a new project required for an existing facility.

**Zip Code:** 49345.

44. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0028) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for land acquisition costs for parcels 43, 44, and 46 at the Livingston County Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$70,000. Source of Funds: FAA Funds (via block grant) - \$66,500; State Restricted Aeronautics Funds - \$1,750; Livingston County Funds - \$1,750.

**Purpose/Business Case:** Parcels 43, 44, and 46 are required for a runway extension project.

**Benefit:** The runway extension project will control the future approach and runway protection zone for runway 31.



**Funding Source:** FAA Funds (via Block Grant) - \$66,500; State Restricted Aeronautics Funds - \$1,750; Livingston County Funds - \$1,750; Contract Total - \$70,000.

**Commitment Level:** The contract has a fixed cost for the consultant services.

**Risk Assessment:** If the contract is not awarded, the project will not proceed as planned, as the local government cannot afford the cost without Federal participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness of scope and cost.

**New Project Identification:** This is a new project required for an existing facility.

**Zip Code:** 48855.

45. MULTI-MODAL (Aeronautics) - Crack Sealing and Paint Marking

Contract (2005-0029) between MDOT and Marlette Township will provide federal and state grant funds for airport crack sealing and paint marking at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$4,000. Source of Funds: FAA Funds (via block grant) - \$3,600; State Restricted Aeronautics Funds - \$200; Marlette Township Funds - \$200.

**Purpose/Business Case:** The project includes routine crack sealing and paint marking of airport pavements.

**Benefit:** Periodic sealing of cracks in airport pavement extends the life of the pavement and reduces future repairs and rehabilitation costs. Airport paint marking is a requirement of the FAA. The marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear.

**Funding Source:** FAA Funds (via block grant) - \$3,600; State Restricted Aeronautics Funds - \$200; Marlette Township Funds - \$200; Contract Total - \$4,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 48453.

46. MULTI-MODAL (Aeronautics) - Environmental, Preliminary Engineering, Wildlife Study

Contract (2005-0030) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for environmental assessment and preliminary engineering associated with a crosswind runway and for a wildlife study at the Gogebic Iron County Airport in Ironwood, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$81,000. Source of Funds: FAA Funds (via block grant) - \$72,900; State Restricted Aeronautics Funds - \$4,050; Gogebic County Funds - \$4,050.

**Purpose/Business Case:** The project includes an environmental assessment and the preliminary engineering for the construction of a crosswind runway (runway 18/36). A wildlife study is also included in the project. During coordination for the project, the Michigan Department of Natural Resources (MDNR) identified the potential for the occurrence of threatened and/or endangered species. This contract includes funds to complete the required surveys for these species.

**Benefit:** This work will satisfy the requirements of the MDNR.

**Funding Source:** FAA Funds (via block grant) - \$72,900; State Restricted Aeronautics Funds - \$4,050; Gogebic County Funds - \$4,050; Contract Total - \$81,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** All consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions.

**New Project Identification:** This work is for new development (work associated with crosswind runway) and for the existing facility (wildlife study). The percent of new work is 69%.

**Zip Code:** 49938.

47. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0031) between MDOT and the City of Charlotte will provide federal and state grant funds for the land acquisition costs of parcel 15 (condemnation award) at the Fitch H. Beach Municipal Airport in Charlotte, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$157,894. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; City of Charlotte Funds - \$3,947.

**Purpose/Business Case:** The contract will reimburse the City of Charlotte for funds expended in the condemnation of parcel 15. The parcel is needed for a new crosswind runway.

**Benefit:** The settlement will allow the land to be purchased.

**Funding Source:** FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; City of Charlotte Funds - \$3,947; Contract Total - \$157,894.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The amount is a court-ordered settlement award.

**New Project Identification:** This is for reimbursement for an existing project.

**Zip Code:** 48813.

48. MULTI-MODAL (Aeronautics) - Design of Runway Lights Replacement

Contract (2005-0032) between MDOT and the Village of Sparta will provide federal and state grant funds for design services associated with the replacement of the runway end identifier lights (REIL) at the Paul C. Miller-Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$30,000. Source of Funds: FAA Funds (via block grant) - \$27,000; State Restricted Aeronautics Funds - \$1,500; Village of Sparta Funds - \$1,500.

**Purpose/Business Case:** The project will provide for the design phase of the replacement of the REIL.

**Benefit:** The benefit is to the airport users by enhancing the safety of the airport.

**Funding Source:** FAA Funds (via block grant) - \$27,000; State Restricted Aeronautics Funds - \$1,500; Village of Sparta Funds - \$1,500; Contract Total - \$30,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The ultimate construction project will be bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49345.

49. MULTI-MODAL (Aeronautics) - Design of Runway Rehabilitation  
Contract (2005-0033) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the design of the rehabilitation of runway 6/24 at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$65,000. Source of Funds: FAA Funds (via block grant) - \$61,750; State Restricted Aeronautics Funds - \$1,625; Branch County Funds - \$1,625.
- Purpose/Business Case:** The project includes the design of the resurfacing of runway 6/24. The project will provide technical drawings and specifications to bidders.  
**Benefit:** To provide a design that meets all federal and state safety and airport design standards.  
**Funding Source:** FAA Funds (via block grant) - \$61,750; State Restricted Aeronautics Funds - \$1,625; Branch County Funds - \$1,625; Contract Total - \$65,000.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.  
**Cost Reduction:** The consultant contract will be reviewed by MDOT personnel for appropriateness and additional cost reductions.  
**New Project Identification:** This is for rehabilitation of an existing facility.  
**Zip Code:** 49036.
50. MULTI-MODAL (Aeronautics) - Installation of Beacon  
Contract (2005-0034) between MDOT and the Village of Sparta will provide state grant funds for the installation of a beacon at the Paul C. Miller-Sparta Airport in Sparta, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$4,500; Village of Sparta Funds - \$500.
- Purpose/Business Case:** The project includes the construction of the replacement of a beacon.  
**Benefit:** The project will benefit airport users by enhancing the safety of the airport.  
**Funding Source:** State Restricted Aeronautics Funds - \$4,500; Village of Sparta Funds - \$500; Contract Total - \$5,000.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.  
**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.  
**New Project Identification:** This is for the replacement of an existing beacon.  
**Zip Code:** 49345.
51. MULTI-MODAL (Aeronautics) - Tree Clearing  
Contract (2005-0035) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for tree clearing at the Gogebic Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$6,500. Source of Funds: State Restricted Aeronautics Funds - \$5,850; Gogebic County Funds - \$650.
- Purpose/Business Case:** The project includes clearing trees from the airport property in order to maintain clearance for navigational purposes.  
**Benefit:** The project will enhance the safety of airport users.  
**Funding Source:** State Restricted Aeronautics Funds - \$5,850; Gogebic County Funds - \$650; Contract Total - \$6,500.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The project will be bid locally and reviewed by MDOT personnel for possible cost reductions.

**New Project Identification:** This is a new project for an existing facility.

**Zip Code:** 49938.

52. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0036) between MDOT and the Frankfort City-County Airport Authority will provide state grant funds for land acquisition costs at the Dow Memorial Airport in Frankfort, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$200,850. Source of Funds: State Restricted Aeronautics Funds - \$180,765; Frankfort City-County Airport Authority Funds - \$20,085.

**Purpose/Business Case:** The project includes the land acquisition costs of twenty parcels of land needed for construction of the approach to runway 15. The costs are for consultant acquisition, appraisals and appraisal reviews, surveys and administration, and condemnation fees for parcels 25, 26, 27, 28, and 29.

**Benefit:** The parcels are needed for the future construction of the approach to runway 15. The new approach will allow for a greater margin of safety for airport users.

**Funding Source:** State Restricted Aeronautics Funds - \$180,765; Frankfort City-County Airport Authority Funds - \$20,085; Contract Total - \$200,850.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and possible cost reductions.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49635.

53. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0037) between MDOT and the Presque Isle County Board of Commissioners will provide state grant funds for the land acquisition costs of parcel E8 at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$75,000. Source of Funds: State Restricted Aeronautics Funds - \$67,500; Presque Isle County Funds - \$7,500.

**Purpose/Business Case:** The project includes the land acquisition costs for parcel E8, which is needed for the extension of runway 9/27 and for a new larger apron and connecting taxiway. The project costs include estimated just compensation, costs for the update of the appraisal, and attorney fees (condemnation).

**Benefit:** The land purchase will allow the runway extension project to move forward. The additional runway length and larger apron will benefit the community by allowing larger business aircraft to land at the airport.

**Funding Source:** State Restricted Aeronautics Funds - \$67,500; Presque Isle County Funds - \$7,500; Contract Total - \$75,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The consultant was chosen in accordance with the Federal Aviation Administration. The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and possible cost reductions.

**New Project Identification:** This is a new project required for an existing facility.

**Zip Code:** 49779.

54. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2001-0396/A6) between MDOT and DLZ Michigan, Inc., will extend the contract term by five months to allow sufficient time for the conclusion of the public comment period and the finalization of the Environmental Impact Statement documents. The Federal Highway Administration Funds (FHWA) document review took approximately two months longer than anticipated and delayed the project. The original contract provides for the completion of environmental clearance for the widening of M-59 in Livingston County, Michigan. The revised contract term will be April 4, 2001, through May 31, 2005. The contract amount remains unchanged at \$1,190,961.77. Source of Funds: FHWA Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.

**Purpose/Business Case:** To allow sufficient time for the conclusion of the public comment period and the finalization of the Environmental Impact Statement documents. The FHWA document review took approximately two months longer than anticipated and delayed the project.

**Benefit:** Once environmental clearance is obtained by the FHWA, MDOT can begin the process of designing, purchasing right-of-way for, and constructing an improved M-59 corridor.

**Funding Source:** Federal Demonstration Funds (DPF-0592). These funds were earmarked within 1998 federal legislation. FHWA Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.

**Commitment Level:** This contract is on a cost plus fixed fee basis.

**Risk Assessment:** The risk of not completing the environmental clearance is not being able to spend federal dollars on the design of, right-of-way acquisition for, and construction of an improved M-59 corridor.

**Cost Reduction:** There has not been a lower rate negotiated.

**New Project Identification:** This is not a new project.

**Zip Code:** 48106.

55. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z12) issued under Master Planning Agreement (2003-0012) between MDOT and the West Michigan Shoreline Regional Development Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will increase awareness and expansion of the Ozone Action Day Program in the Grand Rapids Area. Staff will engage in promotional/educational activities with local media and at community events. This authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$101,570. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

**Benefit:** Will provide funding for assistance in the undertaking of transportation planning activities at the local and regional levels.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally-approved Unified Work Program (UWP) for each MPO statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

\* Denotes a non-standard contract/amendment

**New Project Identification:** This is an on-going project for transportation planning administrative grants.  
**Zip Code:** 49443.

56. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z12/R1) under Master Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments will add \$12,268 in unspent FY 2004 funds for the completion of unfinished FY 2004 project items. The original authorization provides for the development of processes, criteria, recommendations, and a coordination plan that balances considerations of land use and the resolution of transportation issues along the Heritage Route of M-22. The authorization term remains unchanged, November 16, 2004, through September 30, 2005. The revised authorization amount will be \$53,518. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highways Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** RPO costs are fixed and limited by line item appropriation.

**Risk Assessment:** Without assistance from the RPOs, this work would not be completed.

**Cost Reduction:** The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

**New Project Identification:** This is a continuing project.

**Zip Code:** 49685.

57. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z11/R1) under Master Agreement (2003-0021) between MDOT and the Northwest Michigan Council of Governments will add \$12,000 in unspent FY 2004 funds for the completion of unfinished FY 2004 project items. The original authorization provides for the development of processes, criteria, recommendations, and a coordination plan that balances considerations of land use and the resolution of transportation issues along the Heritage Route of US-12. The authorization term remains unchanged, November 6, 2004, through September 30, 2005. The revised authorization amount will be \$53,250. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highways Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** RPO costs are fixed and limited by line item appropriation.

**Risk Assessment:** Without assistance from the RPOs, this work would not be completed.

**Cost Reduction:** The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

**New Project Identification:** This is a continuing project.

**Zip Code:** 49022.

58. TRANSPORTATION PLANNING - IDS Training and Development Services  
Authorization (Z2) under Contract (2004-0053) between MDOT and Michigan Technological University (MTU) will provide for the on-going maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine what the best fix is to apply to a road to ensure the maximum useful life of that road. The authorization will be in effect from January 1, 2005, through December 31, 2005. The authorization amount will be \$618,759.37. The contract term is January 1, 2004, through December 31, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: Federal Highway Administration Funds - \$495,007.49; State Restricted Trunkline Funds - \$123,751.88.

**Purpose/Business Case:** Federal regulations require MDOT to ensure that projects on the federal-aid system are being properly maintained regardless of ownership (23 CFR 1, Sec. 1.27). Federal regulations also strongly encourage the development of management systems for local needs (23 CFR 500). Federal law recognizes that management systems are crucial to properly maintaining highways and bridges (23 CFR 500, Sec. 106). RoadSoft is a pavement management system that assists local road agencies in the proper maintenance of their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining our fiduciary responsibility under 23 CFR 1, Sec. 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process as required by Public Act 499 of 2002. In a recent survey conducted by the Transportation Asset Management Council, over 70 percent of the cities and counties using pavement management systems are using RoadSoft. It is critical to continue the development of RoadSoft for the overall maintenance of the federal-aid system in Michigan.

**Benefit:** The benefit to MDOT is that we are fulfilling our fiduciary responsibility under federal law for the maintenance of the federal-aid system. It is also a critical element in our ongoing partnership with local road agencies to institute asset management on a statewide basis. The benefit to the state and to the motoring public is that roads are being managed using a tool which allows for better decision-making.

**Funding Source:** Federal Highway Administration Funds - \$495,007.49; State Restricted Trunkline Funds - \$123,751.88.

**Commitment Level:** The cost is for a fixed amount not to exceed \$618,759.37.

**Risk Assessment:** If the authorization is not awarded, ongoing development will cease, and enhanced functionality will not be added to the software. This will cause some problems for local road agencies. They will not have certain functionalities that they have requested be built into the system. Further, the functionality that allows for an agency to predict future pavement condition, given a specific level of funding, has just recently been developed, and if the project does not continue, the full value of this aspect of the software will not be realized. The ability to predict condition levels based on various funding levels is the piece of functionality that makes asset management what it is.

**Cost Reduction:** The proposed cost for 2005 is higher than the 2004 authorization due to increased activities associated with the Transportation Asset Management Council.

**New Project Identification:** This is not a new project.

**Zip Code:** 49931.

59. \*TRANSPORTATION PLANNING – Subscription to Public Comment Information Service  
Contract (2004-0577) between MDOT and the American Association of State Highway & Transportation Officials (AASHTO) will provide for MDOT to pay a subscription fee in exchange for Internet access to a public comment information service and related user support services to be used to streamline the public comment process required for the preparation of major environmental documents. The contract will be in effect from the date of award through September 30, 2006. The contract amount will be \$113,381. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** MDOT will acquire access to a secure data base that manages the collection, response, and web display of public comments submitted on environmental studies. The comments are submitted directly via the internet or scanned into the data base when mailed, faxed, or deposited at public meetings. The information can be searched, sorted, and distributed to project team members for the preparation of responses according to their areas of expertise and/or responsibility. Additional system features that will be developed under this pilot project include entries of comments at public meetings via a laptop computer and an automated response system for acknowledging comments received. This service essentially organizes public comments in a timely manner to support the preparation of project information and environmental documents. These activities fall within public involvement and public hearing procedures in the development of all federal-aid highway actions processed in Michigan under the provisions of 23 C.F.R. Part 771, as amended to comply with 23 U.S.C. Section 128 in the National Environmental Policy Act of 1969.

**Benefit:** MDOT will partner with AASHTO and FHWA to pioneer this annual subscription service for access to CommentWorks. This service will be used by state department of transportation in their environmental clearance processes. MDOT will benefit from testing an off-the-shelf product that AASHTO has determined will streamline the comment response aspects of environmental document preparation. This is especially timely considering the growing emphasis on public involvement-intensive initiatives such as Context Sensitive Solutions and community impact analysis. The value will be better, timelier, and more responsive environmental documents for improved transportation decision making. Also, it is important to note that this will be the first state application of CommentWorks, which was developed for use by various federal agencies. The Web service might benefit public involvement efforts in other state of Michigan agencies as well.

**Funding Source:** Federal Highway Administration Funds - \$113,381. This pilot initiative is being funded entirely through special Federal Highway Administration Environmental Streamlining funds.

**Commitment Level:** This is a two year subscription fee.

**Risk Assessment:** Failure to approve this federally-funded initiative using emerging Internet technology to streamline the collection and response to public comments could hamper MDOT's ability to respond to growing public involvement. As the public's desire and expectation for meaningful involvement in transportation decisions continues to grow, the Internet is rapidly evolving as an excellent two-way communications tool.

**New Project Identification:** This is a new project.

**Zip Code:** 20001.



## STATE PROJECTS

|     |                                    |                 |                        |
|-----|------------------------------------|-----------------|------------------------|
| 60. | LETTING OF DECEMBER 03, 2004       | ENG. EST.       | LOW BID                |
|     | PROPOSAL 0412012                   | \$ 9,518,474.05 | \$ <b>9,547,230.49</b> |
|     | PROJECT BI04 16092-53288, ETC      |                 |                        |
|     | LOCAL AGRMT.                       |                 | % OVER/UNDER EST.      |
|     | START DATE - APRIL 11, 2005        |                 |                        |
|     | COMPLETION DATE - OCTOBER 01, 2005 |                 | 0.30 %                 |

8.594 mi of rubblizing, hot mix asphalt resurfacing, concrete pavement repairs, diamond grinding, ramp extensions and resurfacing, and guardrail upgrading on I-75 from Riggsville Road northerly to Hebron Townhall Road, in Hebron and Monroe Townships, Cheboygan County.

| BIDDER                             | AS-READ                | AS-CHECKED  |             |
|------------------------------------|------------------------|-------------|-------------|
| <b>H &amp; D, Inc.</b>             | <b>\$ 9,547,230.49</b> | <b>Same</b> | <b>1 **</b> |
| Payne & Dolan, Inc.                | \$ 9,816,999.48        | Same        | 2           |
| Cordes Excavating, Inc.            |                        |             |             |
| Causie Contracting, Inc.           |                        |             |             |
| Six-S, Inc.                        |                        |             |             |
| Bacco Construction Company         |                        |             |             |
| Kelcris Corporation                |                        |             |             |
| Rieth-Riley Construction Co., Inc. |                        |             |             |
| Snowden, Inc.                      |                        |             |             |

## 2 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

|                                  |     |   |  |
|----------------------------------|-----|---|--|
| 53288A                           |     |   |  |
| State Restricted Trunkline Funds | 100 | % |  |
| 59470A                           |     |   |  |
| State Restricted Trunkline Funds | 100 | % |  |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49721.



**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 75706A                               |         |
| City of Detroit                      | 12.50 % |
| State Restricted Trunkline Funds     | 87.50 % |
| 78776A                               |         |
| City of Detroit                      | 25.56 % |
| Federal Highway Administration Funds | 52.33 % |
| State Restricted Trunkline Funds     | 22.11 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects that involve wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated by them to MDOT to perform these acts as part of our environmental review process. Failure to perform these acts for some projects may prevent other projects from moving forward. In addition, the deterioration of the existing State trunkline bridges reduces safety, may cause vehicle maintenance, and may increase operational costs to the motoring public.

**Cost Reduction:** Projects involving evergreen planting to slow blowing snow across roadways in specific landscape areas, can reduce overall roadway maintenance.

**New Project Identification:** Replacement, enhancement, and rehabilitation.

**Zip Code:** 48226.

|     |                                    |                 |                   |
|-----|------------------------------------|-----------------|-------------------|
| 62. | LETTING OF DECEMBER 03, 2004       | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0412014                   | \$ 5,740,047.46 | \$ 6,095,996.82   |
|     | PROJECT BI04 68011-53300, ETC      |                 |                   |
|     | LOCAL AGRMT. 04-5287, 04-5288      |                 | % OVER/UNDER EST. |
|     | START DATE - 10 days after award   |                 |                   |
|     | COMPLETION DATE - OCTOBER 21, 2005 |                 | 6.20 %            |

12.45 mi of hot mix asphalt base crushing and shaping, guardrail upgrading, hot mix asphalt paving, concrete paving, geometric and drainage improvements, curb and gutter and slope restoration on M-33 from north of Borden Road to north of the M-33/M-72 intersection and streetscaping with decorative and plain concrete, trees, lighting and planters on M-33 from 14th Street to north of M-72 in Big Creek, Mentor and Rose Townships, Oscoda and Ogemaw Counties.

| BIDDER                                    | AS-READ                | AS-CHECKED  |             |
|-------------------------------------------|------------------------|-------------|-------------|
| <b>Rieth-Riley Construction Co., Inc.</b> | <b>\$ 6,095,996.82</b> | <b>Same</b> | <b>1 **</b> |
| Bolen Asphalt Paving, Inc.                | \$ 6,327,111.09        | Same        | 2           |
| Pyramid Paving & Contracting              | \$ 7,779,738.05        | Same        | 3           |
| H & D, Inc.                               |                        |             |             |

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

53300A

|                                  |     |   |
|----------------------------------|-----|---|
| State Restricted Trunkline Funds | 100 | % |
|----------------------------------|-----|---|

81636A

|               |      |   |
|---------------|------|---|
| Oscoda County | 5.00 | % |
|---------------|------|---|

|                                      |       |   |
|--------------------------------------|-------|---|
| Federal Highway Administration Funds | 75.00 | % |
|--------------------------------------|-------|---|

|                                  |       |   |
|----------------------------------|-------|---|
| State Restricted Trunkline Funds | 20.00 | % |
|----------------------------------|-------|---|

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** Rehabilitation and enhancement.

**Zip Code:** 48647.

63. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412015  
 PROJECT BHN 41131-51903, ETC  
 LOCAL AGRMT. 04-5478  
 START DATE - APRIL 25, 2005  
 COMPLETION DATE - SEPTEMBER 16, 2005

ENG. EST.  
 \$ 4,319,960.01

LOW BID  
 \$ 4,389,841.71

% OVER/UNDER EST.  
 1.62 %

Deck resurfacing, pin and hanger replacement, zone painting, adding scour countermeasures and substructure patching repairs on R02 of 41131, pier replacement and abutment repairs on S10 of 41131, substructure repairs on S11 of 41131, in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

| BIDDERS                           | ORIGINAL A             | AS-CHECKED A |             |
|-----------------------------------|------------------------|--------------|-------------|
| <b>C.A. Hull Co., Inc.</b>        | <b>\$ 4,389,841.71</b> | <b>Same</b>  | <b>1 **</b> |
| J. Slagter & Son Construction Co. | \$ 4,997,439.09        | Same         | 2           |
| Walter Toebe Construction Co.     | \$ 4,966,059.10        | Same         | 3           |
| Midwest Bridge Company            | \$ 4,893,368.33        | Same         | 4           |
| Anlaan Corporation                | \$ 4,927,303.41        | Same         | 5           |
| Abhe & Svoboda, Inc.              |                        |              |             |
| Diversco Construction Company     |                        |              |             |
| E. C. Korneffel Co.               |                        |              |             |
| Hardman Construction, Inc.        |                        |              |             |
| Milbocker and Sons, Inc.          |                        |              |             |
| Prince Bridge & Marine, LTD       |                        |              |             |
| L. W. Lamb, Inc.                  |                        |              |             |

| BIDDERS                           | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane Rental |             |
|-----------------------------------|------------------------|--------------------------|-------------|
| <b>C.A. Hull Co., Inc.</b>        | <b>\$ 5,750,641.71</b> | <b>Same</b>              | <b>1 **</b> |
| J. Slagter & Son Construction Co. | \$ 5,797,439.09        | Same                     | 2           |
| Walter Toebe Construction Co.     | \$ 5,866,059.10        | Same                     | 3           |
| Midwest Bridge Company            | \$ 6,693,368.33        | Same                     | 4           |
| Anlaan Corporation                | \$ 6,995,303.41        | Same                     | 5           |
| Abhe & Svoboda, Inc.              |                        |                          |             |
| Diversco Construction Company     |                        |                          |             |
| E. C. Korneffel Co.               |                        |                          |             |
| Hardman Construction, Inc.        |                        |                          |             |
| Milbocker and Sons, Inc.          |                        |                          |             |
| Prince Bridge & Marine, LTD       |                        |                          |             |
| L. W. Lamb, Inc.                  |                        |                          |             |

5 Bidders

NOTE: The ORIGINAL A+Lane Rental bid total is used to determine the low bidder.

The ORIGINAL A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

|                                      |       |   |
|--------------------------------------|-------|---|
| 51903A                               |       |   |
| Federal Highway Administration Funds | 80.00 | % |
| City of Grand Rapids                 | 2.05  | % |
| State Restricted Trunkline Funds     | 17.95 | % |
| 79070A                               |       |   |
| Federal Highway Administration Funds | 80.00 | % |
| State Restricted Trunkline Funds     | 20.00 | % |
| 80105A                               |       |   |
| State Restricted Trunkline Funds     | 100   | % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49503.

|     |                                    |                 |                   |
|-----|------------------------------------|-----------------|-------------------|
| 64. | LETTING OF DECEMBER 03, 2004       | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0412016                   | \$ 4,127,445.21 | \$ 3,882,759.81   |
|     | PROJECT BI04 46071-43521           |                 |                   |
|     | LOCAL AGRMT.                       |                 | % OVER/UNDER EST. |
|     | START DATE - MAY 15, 2005          |                 |                   |
|     | COMPLETION DATE - OCTOBER 15, 2005 |                 | -5.93 %           |

5.891 mi of rubblizing and concrete pavement repair, hot mix asphalt overlay, shoulders, minor ditch clean out, and guardrail and signing upgrade, on M-52 from the south village limits of Jasper north to US-223, in the village of Jasper, Fairfield and Madison Townships, Lenawee County.

| BIDDER                                     | AS-READ                | AS-CHECKED  |             |
|--------------------------------------------|------------------------|-------------|-------------|
| <b>Michigan Paving &amp; Materials Co.</b> | <b>\$ 3,882,759.81</b> | <b>Same</b> | <b>1 **</b> |
| Gerken Paving, Inc.                        | \$ 4,095,474.78        | Same        | 2           |
| Barrett Paving Materials, Inc.             | \$ 4,598,193.63        | Same        | 3           |
| Florence Cement Company                    |                        |             |             |

3 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

|                                  |     |   |
|----------------------------------|-----|---|
| 43521A                           |     |   |
| State Restricted Trunkline Funds | 100 | % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Zip Code:** 49248.

**Zip Code:** 49307.





**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

|                                      |         |  |
|--------------------------------------|---------|--|
| 54148A                               |         |  |
| Federal Highway Administration Funds | 90.00 % |  |
| City of Grand Rapids                 | 1.14 %  |  |
| State Restricted Trunkline Funds     | 8.86 %  |  |
| 55462A                               |         |  |
| Federal Highway Administration Funds | 90.00 % |  |
| City of Grand Rapids                 | 1.25 %  |  |
| State Restricted Trunkline Funds     | 8.75 %  |  |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49504.

|     |                                  |                 |                   |
|-----|----------------------------------|-----------------|-------------------|
| 67. | LETTING OF DECEMBER 03, 2004     | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0412019                 | \$ 2,125,335.99 | \$ 2,401,054.16   |
|     | PROJECT BI04 67017-53048         |                 |                   |
|     | LOCAL AGRMT.                     |                 | % OVER/UNDER EST. |
|     | START DATE - 10 days after award |                 |                   |
|     | COMPLETION DATE - JULY 27, 2005  |                 | 12.97 %           |

7.86 mi of hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, bridge approach work, and miscellaneous safety improvements on US-131 southbound from north of US-10 to south of 14 Mile Road (Luther Road) in the townships of Richmond, Lincoln, and Leroy, Osceola County.

| BIDDER                                    | AS-READ                | AS-CHECKED  |             |
|-------------------------------------------|------------------------|-------------|-------------|
| <b>Rieth-Riley Construction Co., Inc.</b> | <b>\$ 2,401,054.16</b> | <b>Same</b> | <b>1 **</b> |
| Central Asphalt, Inc.                     |                        |             |             |
| Michigan Paving & Materials Co.           |                        |             |             |

1 Bidder

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

|                                  |       |  |
|----------------------------------|-------|--|
| 53048A                           |       |  |
| State Restricted Trunkline Funds | 100 % |  |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Zip Code:** 49677.



70. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412022 ENG. EST. LOW BID  
 \$ 698,133.18 \$ 814,136.92  
 PROJECT BRT 41121-60553  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 25, 2005  
 COMPLETION DATE - AUGUST 19, 2005 16.62 %

Bridge replacement, approach work and maintaining traffic on  
 M-46 over Duke Creek in Tyrone Township, Kent County.

5.00 % DBE participation required

| BIDDER                               | AS-READ              | AS-CHECKED  |             |
|--------------------------------------|----------------------|-------------|-------------|
| <b>J.E. Kloote Contracting, Inc.</b> | <b>\$ 814,136.92</b> | <b>Same</b> | <b>1 **</b> |
| Milbocker and Sons, Inc.             | \$ 875,032.61        | Same        | 2           |
| L. W. Lamb, Inc.                     | \$ 878,213.62        | Same        | 3           |
| E.T. MacKenzie Company               | \$ 949,389.65        | Same        | 4           |
| Anlaan Corporation                   | \$ 998,352.46        | Same        | 5           |
| Walter Toebe Construction Co.        | \$ 1,000,650.00      | Same        | 6           |
| Davis Construction, Inc.             | \$ 1,080,346.22      | Same        | 7           |
| Miller Development, Inc.             |                      |             |             |
| Diversco Construction Company        |                      |             |             |
| Hardman Construction, Inc.           |                      |             |             |
| J. Slagter & Son Construction Co.    |                      |             |             |
| C.A. Hull Co., Inc.                  |                      |             |             |
| E. C. Korneffel Co.                  |                      |             |             |
| Quantum Construction Company, Inc.   |                      |             |             |
| Prince Bridge & Marine, LTD          |                      |             |             |

7 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

60553A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds     | 20.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49330.

0.80 mi of hot mix asphalt roadway reconstruction, storm sewer, sanitary sewer, watermain, traffic signals, signing, and pavement marking on US-2 from Washington Street southeasterly to Michigan Avenue in the city of Iron Mountain, Breitung Township, Dickinson County.

## 2 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

55775A

|                       |         |
|-----------------------|---------|
| City of Iron Mountain | 33.55 % |
|-----------------------|---------|

|                                  |         |
|----------------------------------|---------|
| State Restricted Trunkline Funds | 66.45 % |
|----------------------------------|---------|

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49801.

72. LETTING OF DECEMBER 03, 2004 ENG. EST. LOW BID  
 PROPOSAL 0412024 \$ 1,050,973.27 \$ 1,127,632.32  
 PROJECT M 57013-72643  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JUNE 24, 2005 7.29 %

14.08 mi of hot mix asphalt resurfacing and/or cold milling on M-66 from the north village limits of McBain to north of M-55, on M-42 from west of Walker Road to M-66, and on M-66 from north of Rhoby Road to north of the Missaukee/Kalkaska county line in the village of McBain in Bloomfield, Caldwell, Garfield, Lake, Pioneer, Reeder, Richland and Riverside Townships, Kalkaska and Missaukee Counties.

| BIDDER                                    | AS-READ                | AS-CHECKED  |             |
|-------------------------------------------|------------------------|-------------|-------------|
| <b>Rieth-Riley Construction Co., Inc.</b> | <b>\$ 1,127,632.32</b> | <b>Same</b> | <b>1 **</b> |
| Elmer's Crane & Dozer, Inc.               | \$ 1,371,455.16        | Same        | 2           |
| H & D, Inc.                               |                        |             |             |

2 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

72643A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49651.

73. LETTING OF DECEMBER 03, 2004 ENG. EST. LOW BID  
 PROPOSAL 0412025 \$ 808,668.38 \$ 872,179.61  
 PROJECT M 40031-72676  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 05, 2005  
 COMPLETION DATE - 19 working days 7.85 %

13.743 mi of cold milling and resurfacing with various sections of shoulder and pavement repairs on M-66 from north of the Missaukee/Kalkaska county line northerly to M-72, in Garfield, Orange and Kalkaska Townships, Kalkaska County.

| BIDDER                                    | AS-READ              | AS-CHECKED  |             |
|-------------------------------------------|----------------------|-------------|-------------|
| <b>Rieth-Riley Construction Co., Inc.</b> | <b>\$ 872,179.61</b> | <b>Same</b> | <b>1 **</b> |
| Elmer's Crane & Dozer, Inc.               | \$ 1,254,229.40      | Same        | 2           |
| H & D, Inc.                               |                      |             |             |

2 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

72676A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49680.

74. LETTING OF DECEMBER 03, 2004 ENG. EST. LOW BID  
 PROPOSAL 0412027 \$ 962,729.81 \$ 1,153,706.19  
 PROJECT BHN 35032-57069, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 18, 2005  
 COMPLETION DATE - JULY 29, 2005 19.84 %

Deep concrete overlay of existing bridge deck, joint replacement, partial deck and railing replacement, painting, pin and hanger replacement, approach work and maintaining traffic, along with installing ornamental aluminum pedestrian fence with a powder coat finish, on US-23 over Au Sable River, in Au Sable Township, Iosco County.

5.00 % DBE participation required

| BIDDER                            | AS-READ                | AS-CHECKED  |             |
|-----------------------------------|------------------------|-------------|-------------|
| <b>Midwest Bridge Company</b>     | <b>\$ 1,153,706.19</b> | <b>Same</b> | <b>1 **</b> |
| Walter Toebe Construction Co.     | \$ 1,161,042.25        | Same        | 2           |
| L. W. Lamb, Inc.                  | \$ 1,184,439.95        | Same        | 3           |
| J. Slagter & Son Construction Co. | \$ 1,209,883.94        | Same        | 4           |
| C.A. Hull Co., Inc.               | \$ 1,215,829.69        | Same        | 5           |
| Anlaan Corporation                | \$ 1,366,761.79        | Same        | 6           |
| Davis Construction, Inc.          |                        |             |             |

6 Bidders

**Purpose/Business Case:** This project is a combination of two programs: Bridge Preservation Program and the Transportation Enhancement Program. MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These particular funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The enhancement program will allow cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

57069A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds     | 20.00 % |

80237A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds     | 20.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of Federal funds is also a concern if these particular funds are not used under the enhancement guidelines. They may be redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and wide-ranging due to the various enhancement activities allowed in the enhancement program to use traditional transportation funding sources for these activities.

**New Project Identification:** New construction and rehabilitation.

**Zip Code:** 48750.

|     |                                  |                 |                   |
|-----|----------------------------------|-----------------|-------------------|
| 75. | LETTING OF DECEMBER 03, 2004     | ENG. EST.       | LOW BID           |
|     | PROPOSAL 0412028                 | \$ 2,174,454.43 | \$ 2,290,578.30   |
|     | PROJECT BI04 77052-50531         |                 |                   |
|     | LOCAL AGRMT.                     |                 | % OVER/UNDER EST. |
|     | START DATE - 10 days after award |                 |                   |
|     | COMPLETION DATE - JUNE 25, 2005  |                 | 5.34 %            |

1.26 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, storm sewer and guardrail replacement on M-29 (Parker Street, Broadway Street) from Chartier Street to Main Street in the city of Marine City, Cottrellville Township, St. Clair County.

| BIDDER                         | AS-READ                | AS-CHECKED  |             |
|--------------------------------|------------------------|-------------|-------------|
| <b>John Carlo, Inc.</b>        | <b>\$ 2,290,578.30</b> | <b>Same</b> | <b>1 **</b> |
| Six-S, Inc.                    | \$ 2,294,976.20        | Same        | 2           |
| C & D Hughes, Inc.             | \$ 2,478,887.44        | Same        | 3           |
| Pamar Enterprises, Inc.        | \$ 2,489,977.75        | Same        | 4           |
| Peake Contracting, Inc.        | \$ 2,491,046.27        | Same        | 5           |
| Dan's Excavating, Inc.         |                        |             |             |
| Barrett Paving Materials, Inc. |                        |             |             |
| Florence Cement Company        |                        |             |             |
| Snowden, Inc.                  |                        |             |             |
| Ajax Paving Industries, Inc.   |                        |             |             |
| Kelcris Corporation            |                        |             |             |
| Hebert Construction Company    |                        |             |             |
| Causie Contracting, Inc.       |                        |             |             |

5 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.



**Funding Source:**

50531A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48039.

76. LETTING OF DECEMBER 03, 2004 ENG. EST. LOW BID  
 PROPOSAL 0412029 \$ 1,086,461.22 \$ 1,152,775.99  
 PROJECT M 21025-80215  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005 6.10 %

8.35 mi of concrete joint repairs, trenching and hot mix asphalt resurfacing of outside shoulder on US-2 from south of the south city limits in Gladstone, northerly to the junction of US-2/US-41, in the city of Gladstone in Brampton, Escanaba and Masonville Townships, Delta County.

A 2005 highway preventive maintenance project.

| BIDDER                     | AS-READ                | AS-CHECKED  |             |
|----------------------------|------------------------|-------------|-------------|
| <b>Snowden, Inc.</b>       | <b>\$ 1,152,775.99</b> | <b>Same</b> | <b>1 **</b> |
| Kelcris Corporation        | \$ 1,194,438.00        | Same        | 2           |
| Payne & Dolan, Inc.        | \$ 1,198,796.90        | Same        | 3           |
| Bacco Construction Company | \$ 1,243,086.90        | Same        | 4           |
| Causie Contracting, Inc.   |                        |             |             |

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80215A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49837.

77. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412030  
 PROJECT STE 82252-79504  
 LOCAL AGRMT. 04-5395  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2006

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 727,316.06     | \$ 322,444.04 |
| % OVER/UNDER EST. |               |
| -55.67 %          |               |

1.942 mi of streetscape with slope restoration, fence replacement and landscaping on I-75 (Walter P. Chrysler Freeway) from Caniff Street southerly to Clay Street in the city of Detroit, Wayne County.

5.00 % DBE participation required

| BIDDER                            | AS-READ              | AS-CHECKED  |             |
|-----------------------------------|----------------------|-------------|-------------|
| <b>Future Fence Company</b>       | <b>\$ 322,444.04</b> | <b>Same</b> | <b>1 **</b> |
| Rite Way Fence, Inc.              | \$ 378,416.96        | Same        | 2           |
| Nationwide Fence & Supply Company | \$ 462,634.84        | Same        | 3           |
| Landmark Services, Inc.           |                      |             |             |
| Posen Construction, Inc.          |                      |             |             |

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

79504A

|                                      |         |
|--------------------------------------|---------|
| City of Detroit                      | 57.00 % |
| Federal Highway Administration Funds | 43.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** New Construction.

**Zip Code:** 48211.

78. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412031  
 PROJECT STG 84913-81575  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST.  
 \$ 554,188.39

LOW BID  
 \$ 540,540.00

% OVER/UNDER EST.  
 -2.46 %

Traffic signal upgrading and modernization at seven to fifteen locations on various state trunklines in Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

| BIDDER                            | AS-READ              | AS-CHECKED  |             |
|-----------------------------------|----------------------|-------------|-------------|
| <b>Windemuller Electric, Inc.</b> | <b>\$ 540,540.00</b> | <b>Same</b> | <b>1 **</b> |
| J. Ranck Electric, Inc.           | \$ 553,217.26        | Same        | 2           |
| John R. Howell, Inc.              | \$ 638,985.50        | Same        | 3           |
| Trans Tech Electric LP            | \$ 666,392.50        | Same        | 4           |
| Strain Electric Company           | \$ 675,073.00        | Same        | 5           |
| DVT Electric, Inc                 |                      |             |             |

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

81575A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 49504 Region-wide.

79. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412032 ENG. EST. LOW BID  
 \$ 513,725.05 \$ 683,395.00  
 PROJECT STG 84917-81574  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005 33.03 %

Traffic signal upgrading and modernization at seven to fifteen locations on various state trunklines in Macomb, Oakland, St. Clair, and Wayne Counties.

| BIDDER                             |    | AS-READ           | AS-CHECKED  |             |
|------------------------------------|----|-------------------|-------------|-------------|
| <b>Rauhorn Electric, Inc.</b>      | \$ | <b>683,395.00</b> | <b>Same</b> | <b>1 **</b> |
| John R. Howell, Inc.               | \$ | 725,494.25        | Same        | 2           |
| Motor City Electric Utilities Co.  | \$ | 772,893.53        | Same        | 3           |
| Windemuller Electric, Inc.         |    |                   |             |             |
| Metropolitan Power & Lighting, Inc |    |                   |             |             |

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

81574A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 48075 Region-wide.

80. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412033  
 PROJECT BHT 15071-51487  
 LOCAL AGRMT.  
 START DATE - APRIL 18, 2005  
 COMPLETION DATE - JUNE 09, 2005

ENG. EST.  
 \$ 186,664.76

LOW BID  
 \$ 173,108.99

% OVER/UNDER EST.  
 -7.26 %

Bridge deck resurfacing, railing replacement, filling scour holes with riprap, and maintaining traffic on M-57 over Boyne River, in the city of Boyne City, in Evangeline Township, Charlevoix County.

| BIDDER                            | AS-READ              | AS-CHECKED  |             |
|-----------------------------------|----------------------|-------------|-------------|
| <b>Midwest Bridge Company</b>     | <b>\$ 173,108.99</b> | <b>Same</b> | <b>1 **</b> |
| L. W. Lamb, Inc.                  | \$ 187,163.11        | Same        | 2           |
| J. Slagter & Son Construction Co. | \$ 199,726.12        | Same        | 3           |
| Anlaan Corporation                | \$ 205,402.44        | Same        | 4           |
| C.A. Hull Co., Inc.               | \$ 256,767.01        | Same        | 5           |
| J.E. Kloote Contracting, Inc.     |                      |             |             |
| Davis Construction, Inc.          |                      |             |             |
| Walter Toebe Construction Co.     |                      |             |             |
| Prince Bridge & Marine, LTD       |                      |             |             |

5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

51487A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds     | 20.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49712.

81. LETTING OF DECEMBER 03, 2004 ENG. EST. LOW BID  
 PROPOSAL 0412034 \$ 981,867.96 \$ 1,098,748.78  
 PROJECT BI04 70081-60573, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 06, 2005  
 COMPLETION DATE - OCTOBER 28, 2005 11.90 %

3.284 mi including hot mix asphalt cold milling and resurfacing, hot mix asphalt crack sealing, concrete repair, shoulder improvements, park and ride lot overlay, curb cap extension, sidewalk and driveway repair and intersection reconstruction on M-104 from the east reference point of B01 of 70081 to Fruitport Road in the village of Spring Lake, city of Ferrysburg, Spring Lake Township, Ottawa County.

| BIDDER                                     | AS-READ                | AS-CHECKED  |             |
|--------------------------------------------|------------------------|-------------|-------------|
| <b>Michigan Paving &amp; Materials Co.</b> | <b>\$ 1,098,748.78</b> | <b>Same</b> | <b>1 **</b> |
| C & D Hughes, Inc.                         | \$ 1,127,294.07        | Same        | 2           |
| Nashville Construction Company             | \$ 1,144,180.28        | Same        | 3           |
| Kamminga & Roodvoets, Inc.                 | \$ 1,173,796.90        | Same        | 4           |
| Aggregate Industries-Central Region        | \$ 1,186,138.93        | Same        | 5           |
| Nagel Construction, Inc.                   | \$ 1,388,391.10        | Same        | 6           |
| Dykema Excavators, Inc.                    |                        |             |             |
| Diversco Construction Company              |                        |             |             |
| Snowden, Inc.                              |                        |             |             |
| Bernie Johnson Trucking, Inc.              |                        |             |             |
| Causie Contracting, Inc.                   |                        |             |             |
| Milbocker and Sons, Inc.                   |                        |             |             |
| Rieth-Riley Construction Co., Inc.         |                        |             |             |
| Schippers Excavating, Inc.                 |                        |             |             |

#### 6 Bidders

**Purpose/Business Case:** This project is a combination of MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

#### Funding Source:

60573A

State Restricted Trunkline Funds 100 %

60605A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.  
**New Project Identification:** Maintenance and Rehabilitation.  
**Zip Code:** 49456.

|     |                                 |               |                      |
|-----|---------------------------------|---------------|----------------------|
| 82. | LETTING OF DECEMBER 03, 2004    | ENG. EST.     | LOW BID              |
|     | PROPOSAL 0412035                | \$ 860,520.32 | \$ <b>797,977.12</b> |
|     | PROJECT STT 41101-79330         |               |                      |
|     | LOCAL AGRMT.                    |               | % OVER/UNDER EST.    |
|     | START DATE - MAY 16, 2005       |               |                      |
|     | COMPLETION DATE - JUNE 17, 2005 |               | -7.27 %              |

7.194 mi of hot mix asphalt one course overlay on M-44 from west of Ramsdell Drive to east of Montcalm Avenue and the Kent/Ionia county line in the townships of Cannon, Grattan and Otisco, Kent and Ionia Counties.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER                                 | AS-READ    | AS-CHECKED |
|----------------------------------------|------------|------------|
| Michigan Paving & Materials Co. \$     | 797,977.12 | Same 1 **  |
| Rieth-Riley Construction Co., Inc. \$  | 875,592.80 | Same 2     |
| Aggregate Industries-Central Region \$ | 990,376.00 | Same 3     |

### 3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79330A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49341.

83. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412036  
 PROJECT IM 80012-79850  
 LOCAL AGRMT.  
 START DATE - MAY 09, 2005  
 COMPLETION DATE - JUNE 10, 2005

ENG. EST.  
 \$ 648,209.63

LOW BID  
 \$ 703,271.58

% OVER/UNDER EST.  
 8.49 %

18.00 mi of hot mix asphalt cold milling and resurfacing,  
 selected segments and spot corrections on I-94 from the  
 Indiana state line to west of I-94 BL (Exit 23) and on I-196  
 from mile marker 9.5 to mile marker 12 in Chikaming,  
 Covert, Lake, Lincoln and New Buffalo Townships, Berrien  
 and Van Buren Counties.

A 2005 highway capital preventive maintenance project.

5.00 % DBE participation required

| BIDDER                                     | AS-READ              | AS-CHECKED  |             |
|--------------------------------------------|----------------------|-------------|-------------|
| <b>Michigan Paving &amp; Materials Co.</b> | <b>\$ 703,271.58</b> | <b>Same</b> | <b>1 **</b> |
| Consumers Asphalt Company                  | \$ 706,142.63        | Same        | 2           |
| Rieth-Riley Construction Co., Inc.         | \$ 872,222.83        | Same        | 3           |

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 79850A                               |         |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds     | 10.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49127.



6.24 mi of hot mix asphalt paving existing roadway, upgrade existing gravel shoulders, drives, and street approaches, along with removing and upgrading existing guardrail on M-72 from east of F-41 easterly to west of the US-23 junction, in Harrisville Township, Alcona County.

| BIDDER                             |           | AS-READ           | AS-CHECKED  |             |
|------------------------------------|-----------|-------------------|-------------|-------------|
| <b>Bolen Asphalt Paving, Inc.</b>  | <b>\$</b> | <b>551,073.92</b> | <b>Same</b> | <b>1 **</b> |
| Pyramid Paving & Contracting       | \$        | 611,125.85        | Same        | 2           |
| Rieth-Riley Construction Co., Inc. | \$        | 632,637.03        | Same        | 3           |

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Funding Source:**

|                                  |     |   |
|----------------------------------|-----|---|
| State Restricted Trunkline Funds | 100 | % |
|----------------------------------|-----|---|

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48740.

85. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412038  
 PROJECT ST 84913-79312  
 LOCAL AGRMT.  
 START DATE - JUNE 27, 2005  
 COMPLETION DATE - SEPTEMBER 02, 2005

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 418,332.14     | \$ 371,270.26 |
| % OVER/UNDER EST. |               |
|                   | -11.25 %      |

39.83 mi of overband crack fill on M-44, M-44 connector, M-21, M-11, M-37, I-96 and M-45 in the cities of Grand Rapids, Walker, Grandville, Wyoming and Kent, in the townships of Grand Haven, Robinson, Allendale, Plainfield, Grand Rapids, Ada, Sparta, Tyrone, Caledonia and Cascade, Kent and Ottawa Counties.

A 2005 highway preventive maintenance project.

| BIDDER                              | AS-READ              | AS-CHECKED  |             |
|-------------------------------------|----------------------|-------------|-------------|
| <b>Scodeller Construction, Inc.</b> | <b>\$ 371,270.26</b> | <b>Same</b> | <b>1 **</b> |
| Fahrner Asphalt Sealers, Inc.       | \$ 618,094.75        | Same        | 2           |
| D & D Contracting, Inc.             |                      |             |             |
| Michigan Joint Sealing, Inc.        |                      |             |             |
| Causie Contracting, Inc.            |                      |             |             |
| Arnt Asphalt Sealing, Inc.          |                      |             |             |

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

|                                      |         |
|--------------------------------------|---------|
| 79312A                               |         |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49525.





88. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412041 \$ ENG. EST. 54,257.05 \$ LOW BID 60,713.74  
 PROJECT M 41026-81082  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 01, 2005  
 COMPLETION DATE - SEPTEMBER 23, 2006 11.90 %

Tree removal, landscape planting, new concrete walk,  
 fabricate and install Michigan Mural on I-96 eastbound at  
 the Walker Rest Area and on M-21 at the Ada Roadside Park in  
 the city of Walker, in Wright and Ada Townships, Kent  
 County.

| BIDDER                              |    | AS-READ          | AS-CHECKED  |             |
|-------------------------------------|----|------------------|-------------|-------------|
| <b>Landmark Services, Inc.</b>      | \$ | <b>60,713.74</b> | <b>Same</b> | <b>1 **</b> |
| Anderson-Fischer & Associates, Inc. | \$ | 65,734.76        | Same        | 2           |
| Stein Construction Co., Inc.        | \$ | 66,717.90        | Same        | 3           |
| Tri-Valley Landscaping, Inc.        | \$ | 79,991.00        | Same        | 4           |

4 Bidders

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

81082A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**New Project Identification:** Rehabilitation and enhancement of an existing structure.

**Zip Code:** 49301.

23.4 mi of overband crack fill and microsurfacing on M-51 from Pokagon Road to Dowagiac Creek and Lowe Street to Depot Street, on M-51/M-62 from Pokagon Road to Dowagiac Creek and from Lowe Street to Depot Drive, on M-60 from Spencer Drive to Christiann Street and on M-62 from Evergreen Drive to US-12 in the villages of Cassopolis and Edwardsburg, in the townships of Decatur, Hamilton, Silver Creek, Wayne, Lagrange and Ontwa, Cass and Van Buren Counties.

A 2005 highway preventive maintenance project.

| BIDDER                        | AS-READ         | AS-CHECKED |      |
|-------------------------------|-----------------|------------|------|
| <b>Strawser Incorporated</b>  | \$ 1,313,851.85 | Same       | 1 ** |
| Terry Construction, Inc.      | \$ 1,459,053.21 | Same       | 2    |
| Fahrner Asphalt Sealers, Inc. |                 |            |      |

## 2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79852A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification: Maintenance.**

**Zip Code:** 49047.



91. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412044  
 PROJECT STG 84914-81576  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2005

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 536,873.67     | \$ 578,331.26 |
| % OVER/UNDER EST. |               |
| 7.72 %            |               |

Traffic signal upgrading at seven to fifteen locations  
 on state trunkline routes in Arenac, Bay, Clare,  
 Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland,  
 Saginaw, Sanilac, and Tuscola Counties.

| BIDDER                             | AS-READ              | AS-CHECKED  |             |
|------------------------------------|----------------------|-------------|-------------|
| <b>J. Ranck Electric, Inc.</b>     | <b>\$ 578,331.26</b> | <b>Same</b> | <b>1 **</b> |
| John R. Howell, Inc.               | \$ 639,185.50        | Same        | 2           |
| Rauhorn Electric, Inc.             | \$ 708,405.00        | Same        | 3           |
| Metropolitan Power & Lighting, Inc |                      |             |             |
| Strain Electric Company            |                      |             |             |

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

81576A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 48601 Region-wide.



92. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412045  
 PROJECT M 71071-78937  
 LOCAL AGRMT.  
 START DATE - MAY 02, 2005  
 COMPLETION DATE - JULY 29, 2005

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 392,501.02     | \$ 359,862.50 |
| % OVER/UNDER EST. | -8.32 %       |

6.30 mi of crack sealing and microsurfacing on US-23 from south of County Road 638 to south of M-65 in Presque Isle and Krakow Townships, Presque Isle County.

A 2005 highway preventive maintenance project.

| BIDDER                        | AS-READ       | AS-CHECKED |      |
|-------------------------------|---------------|------------|------|
| <b>Strawser Incorporated</b>  | \$ 359,862.50 | Same       | 1 ** |
| Terry Construction, Inc.      | \$ 380,309.50 | Same       | 2    |
| Fahrner Asphalt Sealers, Inc. |               |            |      |

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

78937A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49777.





## LOCAL PROJECTS

|     |                                     |                 |                        |
|-----|-------------------------------------|-----------------|------------------------|
| 95. | LETTING OF DECEMBER 03, 2004        | ENG. EST.       | LOW BID                |
|     | PROPOSAL 0412001                    | \$ 1,612,510.90 | <b>\$ 1,665,042.40</b> |
|     | PROJECT BRT 33016-49668             |                 |                        |
|     | LOCAL AGRMT. 04-5487                |                 | % OVER/UNDER EST.      |
|     | START DATE - 10 days after award    |                 |                        |
|     | COMPLETION DATE - NOVEMBER 01, 2005 |                 | 3.26 %                 |

Remove existing structure and construct a one span prestressed concrete box beam bridge and related approach work on Putnam Street over the Red Cedar River in the city of Williamston, Ingham County.

5.00 % DBE participation required

| BIDDER                            | AS-READ                | AS-CHECKED  |             |
|-----------------------------------|------------------------|-------------|-------------|
| <b>E.T. MacKenzie Company</b>     | <b>\$ 1,665,042.40</b> | <b>Same</b> | <b>1 **</b> |
| Walter Toebe Construction Co.     | \$ 1,848,617.25        | Same        | 2           |
| Midwest Bridge Company            | \$ 1,938,175.16        | Same        | 3           |
| S. L. & H. Contractors, Inc.      |                        |             |             |
| Hardman Construction, Inc.        |                        |             |             |
| Anlaan Corporation                |                        |             |             |
| C.A. Hull Co., Inc.               |                        |             |             |
| E. C. Korneffel Co.               |                        |             |             |
| J. Slagter & Son Construction Co. |                        |             |             |
| Davis Construction, Inc.          |                        |             |             |
| Milbocker and Sons, Inc.          |                        |             |             |
| Prince Bridge & Marine, LTD       |                        |             |             |
| J.E. Kloote Contracting, Inc.     |                        |             |             |

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

49668A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 72.22 % |
| State Restricted Trunkline Funds     | 13.54 % |
| City of Williamston                  | 14.24 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48895.

96. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412002  
 PROJECT STUL 39405-79128  
 LOCAL AGRMT. 04-5490  
 START DATE - MAY 05, 2005  
 COMPLETION DATE - 45 working days

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 890,357.75     | \$ 823,777.48 |
| % OVER/UNDER EST. |               |
|                   | -7.48 %       |

0.40 mi of hot mix asphalt paving, cold milling, storm sewer work, concrete curb and gutter, landscaping and traffic signal work on Rose Street from Kalamazoo Street to Lovell Street, in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

| BIDDER                                |    | AS-READ           | AS-CHECKED  |             |
|---------------------------------------|----|-------------------|-------------|-------------|
| <b>Kamminga &amp; Roodvoets, Inc.</b> | \$ | <b>823,777.48</b> | <b>Same</b> | <b>1 **</b> |
| Northern Construction Services, Co.   | \$ | 849,759.60        | Same        | 2           |
| Eastlund Concrete/Cobblestone Pave    | \$ | 977,775.85        | Same        | 3           |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |
|--------------------------------------|---------|
| 79128A                               |         |
| Federal Highway Administration Funds | 66.14 % |
| City of Kalamazoo                    | 33.86 % |

**Zip Code:** 49001.

97. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412003 \$ ENG. EST. 326,504.38 \$ LOW BID 281,793.41  
 PROJECT BRO 32002-59705  
 LOCAL AGRMT. 04-5475 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2005 -13.69 %

Bridge replacement and related approach work on Minnick Road  
 at East Branch of Willow River Drain, in Bloomfield  
 Township, Huron County.

5.00 % DBE participation required

| BIDDER                                |    | AS-READ           | AS-CHECKED  |             |
|---------------------------------------|----|-------------------|-------------|-------------|
| <b>McDowell Construction , L.L.C.</b> | \$ | <b>330,753.41</b> | <b>Same</b> | <b>1 **</b> |
| C. R. Hunt Construction Co.           | \$ | 314,351.91        | Same        | 2           |
| S. L. & H. Contractors, Inc.          | \$ | 314,865.74        | Same        | 3           |
| Heystek Contracting Inc.              | \$ | 333,849.94        | Same        | 4           |
| Manigg Enterprises, Inc.              | \$ | 350,174.81        | Same        | 5           |
| E. C. Korneffel Co.                   | \$ | 360,485.20        | Same        | 6           |
| J.E. Kloote Contracting, Inc.         | \$ | 362,355.82        | Same        | 7           |
| Miller Development, Inc.              | \$ | 385,919.60        | Same        | 8           |
| Marlette Excavating Company           | \$ | 405,627.85        | Same        | 9           |
| Posen Construction, Inc.              |    |                   |             |             |
| Davis Construction, Inc.              |    |                   |             |             |
| J. Slagter & Son Construction Co.     |    |                   |             |             |
| C.A. Hull Co., Inc.                   |    |                   |             |             |
| Prince Bridge & Marine, LTD           |    |                   |             |             |
| Walter Toebe Construction Co.         |    |                   |             |             |

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

#### **Funding Source:**

59705A

|                                      |         |
|--------------------------------------|---------|
| Huron County                         | 5.08 %  |
| Federal Highway Administration Funds | 79.93 % |
| State Restricted Trunkline Funds     | 14.99 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48413.

98. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412004 \$ ENG. EST. LOW BID  
 PROJECT STU 23403-74638 \$ 472,981.89 \$ **485,286.97**  
 LOCAL AGRMT. 04-5319 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2005 2.60 %

0.50 mi of hot mix asphalt reconstruction with paved  
 shoulders on Jefferson Highway from M-43 to Franklin Road,  
 Eaton County.

10.00 % DBE participation required

| BIDDER                                     | AS-READ              | AS-CHECKED  |             |
|--------------------------------------------|----------------------|-------------|-------------|
| <b>Aggregate Industries-Central Region</b> | <b>\$ 485,286.97</b> | <b>Same</b> | <b>1 **</b> |
| C & D Hughes, Inc.                         | \$ 518,678.25        | Same        | 2           |
| CL Trucking & Excavating, LLC.             | \$ 587,736.78        | Same        | 3           |
| Kamminga & Roodvoets, Inc.                 | \$ 598,043.81        | Same        | 4           |
| L & L Construction Co., Inc.               | \$ 608,180.01        | Same        | 5           |
| Nashville Construction Company             | \$ 723,080.89        | Same        | 6           |
| Michigan Paving & Materials Co.            | \$ 714,968.60        | Same        | 7           |
| Stein Construction Co., Inc.               |                      |             |             |
| Hoffman Bros., Inc.                        |                      |             |             |
| Milbocker and Sons, Inc.                   |                      |             |             |
| E.T. MacKenzie Company                     |                      |             |             |
| Rieth-Riley Construction Co., Inc.         |                      |             |             |
| ABC Paving Company                         |                      |             |             |

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |
|--------------------------------------|---------|
| 74638A                               |         |
| Eaton County                         | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

**Zip Code:** 48837.

99. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412005  
 PROJECT STH 82609-78287  
 LOCAL AGRMT. 04-5481  
 START DATE - APRIL 15, 2005  
 COMPLETION DATE - JULY 01, 2005

ENG. EST.  
 \$ 430,403.00

LOW BID  
 \$ 367,745.40

% OVER/UNDER EST.  
 -14.56 %

Traffic signal upgrades and modernization at three intersections, Beech Daly Road at Eureka Road, Pardee Road at Northline Road, and Pardee Road at Goddard Road, in the city of Taylor, Wayne County.

| BIDDER                              |    | AS-READ           | AS-CHECKED  |             |
|-------------------------------------|----|-------------------|-------------|-------------|
| <b>Rauhorn Electric, Inc.</b>       | \$ | <b>367,745.40</b> | <b>Same</b> | <b>1 **</b> |
| John R. Howell, Inc.                | \$ | 438,692.84        | Same        | 2           |
| Motor City Electric Utilities Co.   | \$ | 469,751.04        | Same        | 3           |
| Harlan Electric Company             | \$ | 480,270.00        | Same        | 4           |
| Metropolitan Power & Lighting, Inc. |    |                   |             |             |
| Trans Tech Electric LP              |    |                   |             |             |
| Posen Construction, Inc.            |    |                   |             |             |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |  |
|--------------------------------------|---------|--|
| 78287A                               |         |  |
| Federal Highway Administration Funds | 80.00 % |  |
| City of Taylor                       | 20.00 % |  |

**Zip Code:** 48180.



100. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412006 \$ ENG. EST. LOW BID  
 PROJECT STU 82400-75534 \$ 668,738.87 \$ 752,416.19  
 LOCAL AGRMT. 04-5460 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - APRIL 30, 2005 12.51 %

0.15 mi of road reconstruction and bridge replacement  
 on Beech-Daly Road from Pennsylvania Road northerly, in the city  
 of Taylor, Wayne County.

5.00 % DBE participation required

| BIDDER                              | AS-READ              | AS-CHECKED  |             |
|-------------------------------------|----------------------|-------------|-------------|
| <b>E. C. Korneffell Co.</b>         | <b>\$ 752,416.19</b> | <b>Same</b> | <b>1 **</b> |
| Dan's Excavating, Inc.              | \$ 776,951.16        | Same        | 2           |
| Walter Toebe Construction Co.       | \$ 796,289.28        | Same        | 3           |
| Angelo Iafrate Construction Company | \$ 796,567.04        | Same        | 4           |
| S. L. & H. Contractors, Inc.        | \$ 836,521.16        | Same        | 5           |
| Posen Construction, Inc.            | \$ 864,854.97        | Same        | 6           |
| Six-S, Inc.                         | \$ 905,066.94        | Same        | 7           |
| C.A. Hull Co., Inc.                 | \$ 946,440.40        | Same        | 8           |
| Peter A. Basile Sons, Inc.          |                      |             |             |
| ABC Paving Company                  |                      |             |             |
| Prince Bridge & Marine, LTD         |                      |             |             |
| Florence Cement Company             |                      |             |             |
| J. Slagter & Son Construction Co.   |                      |             |             |
| Kelcris Corporation                 |                      |             |             |

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75534A  
 Federal Highway Administration Funds 81.85 %  
 City of Taylor 18.15 %

**Zip Code:** 48180.

101. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412007  
 PROJECT STU 82457-79870-2  
 LOCAL AGRMT. 04-5349  
 START DATE - APRIL 15, 2005  
 COMPLETION DATE - 40 working days

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 377,002.05     | \$ 403,366.78 |
| % OVER/UNDER EST. |               |
| 6.99 %            |               |

0.47 mi of cold milling asphalt surface, hot mix asphalt resurfacing, concrete pavement repair, concrete curb and gutter, concrete curb repair, concrete barrier wall construction, adjusting drainage structures, and pavement markings on West Road from east of I-75 to Allen Road, Wayne County.

5.00 % DBE participation required

| BIDDER                         | AS-READ              | AS-CHECKED  |             |
|--------------------------------|----------------------|-------------|-------------|
| <b>Florence Cement Company</b> | <b>\$ 403,366.78</b> | <b>Same</b> | <b>1 **</b> |
| Barrett Paving Materials, Inc. | \$ 422,353.18        | Same        | 2           |
| Ajax Paving Industries, Inc.   | \$ 442,834.10        | Same        | 3           |
| Cadillac Asphalt, LLC.         | \$ 452,170.44        | Same        | 4           |
| ABC Paving Company             |                      |             |             |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

79870A

|                                      |         |
|--------------------------------------|---------|
| Wayne County                         | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

**Zip Code:** 48183.

102. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412008  
 PROJECT EDC 50544-56158  
 LOCAL AGRMT. 04-5505  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2005

ENG. EST.  
 \$ 6,336,930.21

LOW BID  
 \$ 6,392,759.05

% OVER/UNDER EST.  
 0.88 %

Widen from four to six lanes, widen structure B01 of 50-13-31, replace superstructure B02 of 50-13-31, on Metropolitan Parkway from Utica Road to Garfield Road, Macomb County.

| BIDDER                              | AS-READ                | AS-CHECKED  |             |
|-------------------------------------|------------------------|-------------|-------------|
| <b>John Carlo, Inc.</b>             | <b>\$ 6,392,759.05</b> | <b>Same</b> | <b>1 **</b> |
| Angelo Iafrate Construction Company | \$ 6,618,565.35        | Same        | 2           |
| Dan's Excavating, Inc.              | \$ 6,677,889.90        | Same        | 3           |
| Pamar Enterprises, Inc.             | \$ 6,778,177.58        | Same        | 4           |
| C.A. Hull Co., Inc.                 | \$ 6,940,462.01        | Same        | 5           |
| Walter Toebe Construction Co.       | \$ 7,264,186.60        | Same        | 6           |
| Six-S, Inc.                         | \$ 7,275,177.69        | Same        | 7           |
| Tony Angelo Cement Construction Co. |                        |             |             |
| Midwest Bridge Company              |                        |             |             |
| Fisher Contracting Company          |                        |             |             |
| E. C. Korneffel Co.                 |                        |             |             |
| Florence Cement Company             |                        |             |             |
| J. Slagter & Son Construction Co.   |                        |             |             |
| Ajax Paving Industries, Inc.        |                        |             |             |
| Prince Bridge & Marine, LTD         |                        |             |             |
| Anlaan Corporation                  |                        |             |             |
| Posen Construction, Inc.            |                        |             |             |
| ABC Paving Company                  |                        |             |             |

#### 7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

#### Funding Source:

56158A

|                                  |         |
|----------------------------------|---------|
| Macomb County                    | 20.65 % |
| State Restricted Trunkline Funds | 79.35 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract where the low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 48312 & 48036.

103. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412009  
 PROJECT EDDF 15555-76662  
 LOCAL AGRMT. 04-5504  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 29, 2005

ENG. EST.  
 \$ 1,117,009.64

LOW BID  
 \$ 1,162,093.16

% OVER/UNDER EST.  
 4.04 %

4.16 mi of road rehabilitation, including hot mix asphalt base crushing and shaping, earthwork, aggregate base, aggregate shoulders, drainage improvements, hot mix asphalt paving, concrete curb and gutter, guardrail, pavement marking and slope restoration on Thumb Lake Road from west of Hetrick Road to Slashing Road, in Boyne Valley and Hudson Townships, Charlevoix County.

10.00 % DBE participation required

| BIDDER                             | AS-READ                | AS-CHECKED  |             |
|------------------------------------|------------------------|-------------|-------------|
| <b>H &amp; D, Inc.</b>             | <b>\$ 1,162,093.16</b> | <b>Same</b> | <b>1 **</b> |
| Payne & Dolan, Inc.                | \$ 1,185,156.90        | Same        | 2           |
| Rieth-Riley Construction Co., Inc. | \$ 1,192,699.46        | Same        | 3           |
| Bernie Johnson Trucking, Inc.      | \$ 1,200,644.19        | Same        | 4           |
| Manigg Enterprises, Inc.           | \$ 1,207,078.79        | Same        | 5           |
| M & M Excavating Co., Inc.         | \$ 1,223,083.45        | Same        | 6           |
| Kalin Construction Co., Inc.       |                        |             |             |
| Bacco Construction Company         |                        |             |             |
| Fisher Contracting Company         |                        |             |             |
| Cordes Excavating, Inc.            |                        |             |             |

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

76662A  
 Federal Highway Administration Funds 80.00 %  
 State Restricted Trunkline Funds 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 49713.

104. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412010  
 PROJECT MCS 38017-59715  
 LOCAL AGRMT. 04-5488  
 START DATE - MARCH 01, 2005  
 COMPLETION DATE - MAY 21, 2005

ENG. EST.  
 \$ 524,386.36

LOW BID  
 \$ 483,864.61

% OVER/UNDER EST.  
 -7.73 %

Remove existing structure, construction of prestressed concrete box beam bridge and related approach work on Losey Avenue over the Grand River, in Summit Township, city of Jackson, Jackson County.

| BIDDER                             |    | AS-READ           | AS-CHECKED  |             |
|------------------------------------|----|-------------------|-------------|-------------|
| <b>E.T. MacKenzie Company</b>      | \$ | <b>483,864.61</b> | <b>Same</b> | <b>1 **</b> |
| Walter Toebe Construction Co.      | \$ | 524,819.42        | Same        | 2           |
| Anlaan Corporation                 | \$ | 543,464.06        | Same        | 3           |
| Davis Construction, Inc.           | \$ | 561,615.50        | Same        | 4           |
| E. C. Korneffel Co.                | \$ | 564,302.34        | Same        | 5           |
| J.E. Kloote Contracting, Inc.      | \$ | 568,902.01        | Same        | 6           |
| Milbocker and Sons, Inc.           | \$ | 622,601.71        | Same        | 7           |
| Quantum Construction Company, Inc. | \$ | 692,461.15        | Same        | 8           |
| S. L. & H. Contractors, Inc.       | \$ | 704,169.51        | Same        | 9           |
| Hardman Construction, Inc.         |    |                   |             |             |
| J. Slagter & Son Construction Co.  |    |                   |             |             |
| C.A. Hull Co., Inc.                |    |                   |             |             |
| Posen Construction, Inc.           |    |                   |             |             |
| Prince Bridge & Marine, LTD        |    |                   |             |             |

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

59715A

City of Jackson

5.00 %

State Restricted Trunkline Funds

95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49201.

105. LETTING OF DECEMBER 03, 2004  
 PROPOSAL 0412011  
 PROJECT BRT 34013-74494  
 LOCAL AGRMT. 04-5489  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 01, 2005

ENG. EST.  
 \$ 1,165,903.85

LOW BID  
 \$ 1,134,385.60

% OVER/UNDER EST.  
 -2.70 %

Remove existing structure, construction of a two span prestressed concrete box beam bridge and related approach work on Bridge Street over the Flat River, in the city of Belding, Ionia County.

5.00 % DBE participation required

| BIDDER                            | AS-READ                | AS-CHECKED  |             |
|-----------------------------------|------------------------|-------------|-------------|
| <b>Davis Construction, Inc.</b>   | <b>\$ 1,134,385.60</b> | <b>Same</b> | <b>1 **</b> |
| Milbocker and Sons, Inc.          | \$ 1,235,326.28        | Same        | 2           |
| Hardman Construction, Inc.        | \$ 1,241,648.82        | Same        | 3           |
| E.T. MacKenzie Company            | \$ 1,274,462.13        | Same        | 4           |
| Walter Toebe Construction Co.     | \$ 1,348,741.86        | Same        | 5           |
| Anlaan Corporation                | \$ 1,362,611.84        | Same        | 6           |
| C.A. Hull Co., Inc.               | \$ 1,509,236.23        | Same        | 7           |
| S. L. & H. Contractors, Inc.      |                        |             |             |
| E. C. Korneffel Co.               |                        |             |             |
| Midwest Bridge Company            |                        |             |             |
| L. W. Lamb, Inc.                  |                        |             |             |
| Prince Bridge & Marine, LTD       |                        |             |             |
| J. Slagter & Son Construction Co. |                        |             |             |
| J.E. Kloote Contracting, Inc.     |                        |             |             |
| Posen Construction, Inc.          |                        |             |             |

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

74494A

|                                      |         |
|--------------------------------------|---------|
| City of Belding                      | 6.50 %  |
| Federal Highway Administration Funds | 78.73 % |
| State Restricted Trunkline Funds     | 14.77 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 43309.



In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director





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